

PHILLIPS LIBRARY
PEABODY ESSEX MUSEUM
EAST INDIA SQUARE
SALEM, MA 01970

Special Features This Issue
"The Blackburn Challenge"
"Fame O' the Yard" - "Salvage Job"



messing about in **BOATS**

Volume 20 - Number 9

September 15, 2002



V
71
447

messing about in BOATS

29 BURLEY ST., WENHAM, MA 01984 (978) 774-0906

Volume 20 - Number 9
September 15, 2002



Published twice a month, 24 times a year. U.S. subscription price is \$28 for 24 issues. Canadian and overseas subscription prices are available upon request.

Address is 29 Burley St., Wenham, MA 01984-1943. Telephone is 978-774-0906. There is no machine.

Editor and Publisher is Bob Hicks. Production and subscription fulfillment is by Office Support Services.

Circulation inquiries and problems: contact Roberta Freeman, Office Support Services, 978-777-3557, e-mail: officesupport@attbi.com

Looking Ahead...

I expect to see the Pardeys' *Serrafim* at our local "Antique & Classic Boat Show" at nearby Salem, MA and tell you all about it and the show.

John Sperry takes us "Beach Cruising on the Sea of Cortez"; Matthew "Wes" Farmer regales us with small boating tales from his "Halcyon Days of Youth"; Robb White brings us more adventures in "Blue Goose Bar & Other Stories", and a whole bunch of technical advice on "Boat Trailers"; Bob Nelson continues his saga of "Pinch Penny Cruising in a Peep Hen" in "What's a Trash Hamburger?"; and Brandon Astor Jones has some history for us in the saga of a Civil War sailor and Medal of Honor winner, in "Wilson Brown".

A review of Walter Staples' book, *North Bay Narratives*, opens up a follow on of some interest about his chronicle of "100 Years of a Newfoundland Outport Village";

California's *Scuzbum Newsletter* reveals what is going on "In Scuzbum Workshops"; Joe Appleton brings us the story of an old man's hobby in "Three Little Ships"; "Chinatown" Mike Scagliotti continues his illustrated saga of "Fame O' the Yard"; and Tom Jones introduces his Dorita skiff design in "Tige, Sit!"

Phil Bolger & Friends will have another design for us to look over; and Jack Hornung discusses "Reefing While Solo Sailing".

Commentary...

Bob Hicks, Editor



From time to time when I have occasion to meet and socialize with people who are not involved in boating, the inevitable Conversational Gambit #2 (after learning who you are) is, "What do you do?" phrased in some form or other so as to not appear to be too noseey. Who we are today is defined by what we do, it appears. Informed that I publish and edit an obscure small boating journal, they almost inevitably follow on, in the summer months, with "You must be very busy at this time of year."

While this is an understandable conclusion, what with all the boats out there on the water, it doesn't happen to be the case. Summer is actually our slow season as far as the ongoing publication of the magazine goes. You're mostly out there on that water or getting ready to be there, or coming back from being there, so reading magazines, writing stories and letters, renewing or ordering subscriptions are not high priority activities.

It's now mid-September as you read this, written mid-August at the height of our summer "drought" in business activity. It's been like this every year for 20 years now, business slows down in summer, and in earlier years I wondered if the slowdown meant it was all over, that we hadn't got up to that threshold of survival. Always in the fall things picked up, and by the approach to the Christmas holidays we were running full and by, to use a nautical term.

While we weather the summertime financial drought with the help of reserves set aside for the anticipated seasonal downturn, we often are scraping the bottom of the barrel for news items, for the normal flow of tales from those amongst you motivated to send us your stories also dries up in the summer months. This issue came close to exhausting our readily available variety of articles. Robb White helps a lot with his prolific output (we have enough from Robb to carry us through into December, even doubling up in an issue now and then), and I even get off my chair and go out and gather some news (this issue's Blackburn Challenge report).

The range of topics we usually fit into each issue is one of the appealing things about the magazine, each issue covers a variety of topics, often some that are quite a surprise.

Statistical probability has pretty much assured that we'd always have enough volume of material, but not always enough variety.

We seem to always have enough stories of the adventure genre, keep 'em coming. But I'd like to have more articles on designs, professional or amateur. I have at times informed professional designers that we are interested in their work, but hear from but a smattering. Occasionally one will ask how come Phil Bolger is in the magazine every issue and I tell him it's because he sends his articles to us regularly.

We also welcome more project stories of the "how I built my boat" sort rather than the instructional sort of "how to build a boat". There are plenty of books on boatbuilding technique, we wanna hear how it went for you building your boat, the human experience aspect of boatbuilding. A third area of interest that can use more input is that which I think of as gear and accessory topics, anything that relates to indulging in small boating.

Occasionally I am reminded that many people assume they must have some sort of inside track to the editor to get his attention. It is indeed often hard to get a response from editors of major magazines, they have full platters. But I take the time to respond to all inquiries so that you will know that I have read what you sent and when I plan to publish it.

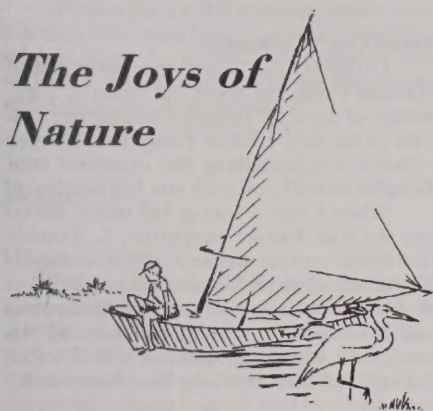
So with autumn again at hand and winter looming ahead, undertake to share your messing about experiences with the rest of us if the spirit moves you. If you are computerized we can take your material on floppy disc or CD, even the photos on the latter (otherwise we scan ordinary color prints). We use Word 6.0 for Mac for text but can translate PC formats. If you're not computerized, the best format for us is clearly typed or printed manuscripts we can readily scan. Failing these options you can handwrite your story and we'll typeset it.

Most importantly, we have no "style book" we want you to conform to, we want to hear your story the way you want to tell it, and pass it right through to readers with only minimum editing for clarity if necessary. This is what makes the magazine such an interesting read, your unique experiences related in your own words.

On the Cover...

Fenton Cunningham & Russell Atkinson in heroic form rowing their Banks dory 20 miles around Massachusetts' Cape Ann in the annual Blackburn Challenge Race in Alexander Bridge's superb action photo. Full Blackburn coverage is featured in this issue.

The Joys of Nature



The Moon

On August 14th last year, after a trip to the necessary, I could not get back to sleep, so I got up around 5:30 AM and stepped out into the backyard. The air was still a bit warm and all was quiet with Night still holding its own with only a hint of dawn.

Then I noticed a sliver of moon in the eastern sky, the lighted part of its orb pointing downward. The rays of the sun, which were still below the horizon, glancing off the Moon's lower rim. The night was clear and so I could make out the whole Moon, even though most of it was in shadowy darkness.

I knew that this particular sky was very special. I had heard the two minute radio broadcast of "Earth & Sky" the day before reporting a line up of the three major planets with the Moon. Sure enough, there in the sky was Saturn above the Moon, and Jupiter and Venus below. All four bodies nearly lined up in the eastern sky. It sent a chill through me, as such natural coincidences must have done to sailors through the ages as they scanned the predawn sky. Some may have worried that the gods were up to no good. Modern man that I am, I felt lucky to have gotten up to such a sky and only just crossed my fingers, taking this spectacular line-up as a good omen.

As the messabout boatman spends a good many nights at anchor, under the Moon and stars, it is worth studying and understanding the Moon's various phases. Here they are, starting with the New Moon:

New Moon - The Moon's un-illuminated side is facing the Earth. The Moon is not visible (except during a solar eclipse).

Waxing Crescent - The Moon appears to be partly, but less than one-half, illuminated by direct sunlight. The Moon's illuminated disk is increasing.

First Quarter - One-half of the Moon appears to be illuminated by direct sunlight. The Moon's disk continues to increase.

Waxing Gibbous - The Moon appears to be more than one-half, but not fully illuminated, by direct sunlight. The Moon's disk is still increasing.

Full Moon - The Moon's illuminated side is facing the Earth. The Moon appears to be completely illuminated by direct sunlight.

Waning Gibbous - The Moon appears to be more than one-half, but not fully illuminated, by direct sunlight. The Moon's disk is decreasing.

Last Quarter - One-half of the Moon appears to be illuminated by direct sunlight. The Moon's disk continues to decrease.

Waning Crescent - The Moon appears to be partly, but less than one-half illuminated, by direct sunlight. The Moon's disk is still decreasing.

One "lunation" from new moon to new moon takes an average of 29.5 days. Because the cycle of the phases is shorter than most calendar months, the phase of the Moon at the very beginning of the month usually repeats at the very end of the month. When there are two full moons in a calendar month, the second one is called a "blue moon". A blue moon occurs every 2.7 years.

One way to envision the Moon's phases is to imagine that the Earth has been removed and that you are floating in its place. You see the Sun move against the background of stars, as you float around the Sun in a year's time. The Moon is circling around you in approximately twenty-nine days. As the Moon moves away from the Sun, the new moon becomes a waxing crescent. You then observe it swing around your position and go through its first phases until it is opposite the Sun. This is the Full Moon phase. Then it starts moving toward the sun again, going through its waning phases until the next New Moon where its surface is no longer illuminated by the Sun and seems to disappear.

Knowing that the Earth circles around the sun in roughly the same plane as all the planets, and the Moon circles around the Earth in roughly the same plane, and all these bodies spin and circle in the same direction, can you figure out which phase of the Moon I was looking at 5:30 AM, on August 14, 2002? Was it a waxing or waning crescent?

The Old Farmers Almanac (I have one nailed to my computer shelf; it's the only book that has a hole in it so you can hang it up) provides the traditional names given to each month's full moon:

| | |
|-----------|-----------------|
| January | Wolf Moon |
| February | Snow Moon |
| March | Worm Moon |
| April | Pink Moon |
| May | Flower Moon |
| June | Strawberry Moon |
| July | Buck Moon |
| August | Sturgeon Moon |
| September | Harvest Moon |
| October | Hunter's Moon |
| November | Beaver Moon |
| December | Cold Moon |

... and, of course, when a month has two full moons, the second is called a Blue Moon. Apparently it's more complicated, but let's keep it simple.

The messabout boatman knows of the Moon's influence on the tides. The Moon's gravitational attraction is stronger on the side of the Earth nearest to the Moon and weaker on the opposite side. The effect is much stronger on the ocean waters than on the Earth's solid crust so the water bulges are higher. And because the Earth rotates much faster than the Moon moves in its orbit, the bulges move around the Earth once a day giving two high tides per day. Local geography can modify the tides, as for instance; some places only experience one high tide a day. Also the local weather, such as extended, strong winds can overcome the lunar tide, so local knowledge is required.

On hot summer days, some messabout boatmen watch the moon cycle to determine when there will be a full moon. They wait until the sun is setting before venturing forth. The cooler air and the thrill of sailing at night, make the hot days of summer tolerable, though it is wise to know very well those waters you venture out after dark. The moonlight does help navigation, as well as the other activities the messabout boats are likely to perform under such romantic conditions.



You write to us about...

Adventures & Experiences...

That Outing Was Real Business

I would like to clarify the caption under the great picture of *Patina*, that you published on page 20 (center right) of the July 15 issue in your report on the John Gardner Small Craft Meet held at Mystic Seaport in Connecticut.

Patina may well have had entertainment as her goal, but that particular outing was real business! Four of the seven sailors in that picture (plus a virtual fifth via proxy) were aboard for the last meeting of the TSCA National Council for the 2001-2002 term. The other three, Rodger James at the helm, and Rob Pittaway and Tim Weaver's grandson handling the sheets, were our "hired hands" who tended to the boat while we discussed pressing TSCA business just prior to the Annual Meeting. Even in 2002, *Patina* continues her service as a "workboat" in the noblest of causes.

Thank you for your Commentary on TSCA in the July 15 issue, and for your continuing support of our organization on the pages of *MAIB*.

John R. Weiss, President, Lake Forest Park, WA

Sarah's Row

When my daughter Sarah turned eight she announced to me that she was going to row me around Green Lake, a nice lake here in Seattle. While I thought her plan was over ambitious I also thought, "why not?" so we launched my guideboat with her at the oars in the bow like an old time guide and me in the stern seat like a 19th century gentleman of means, or as the guides would say, "the sport".

I was amazed as Sarah, who had rowed only a couple of rather desultory short outings, proceeded to row her old man all the way around the lake, over three miles!

Jack Hornung, Seattle, WA



Bicycling Catamarans

While in the Thousands Islands in Canada a few weeks ago I met a couple from Phoenix, Arizona, who were traveling about the northeast part of Canada with a pair of bicycle catamaran boats. These boats were remarkably well designed. They were seaworthy and fast. I recommended that they take pictures of the various places where they used the boats, keep a journal of their experiences, and get in touch with you about the possibility of having an article about their trip published in *MAIB*.

Alan Murray is director of student counseling at Cochise College, Sierra Vista, Arizona. His companion, Melissa, runs a studio that designs metal furniture.

Brad Lyttle, Chicago, IL

Foolin' with Antique Outboards

I am pretty heavily into foolin' with antique outboards and have 30 plus right now. I also have some old 1950s boats to run 'em on. I've been messin' with boats ever since buying my first 8' pram at age 10, 45 years ago.

Henry Champagney, Greenback, TN

Information of Interest...

Most Expensive 20' Inboard Runabout

The Ventnor Boat Works is celebrating its 100th anniversary this year. The company was established in 1902 in Ventnor, New Jersey, by German immigrant and naval architect, Adolph Apel, and later was operated by his son, Arno.

The pre-War 1920s, '30s and '40s were dominated by Ventnor-designed and built race boats, winning virtually every major class on an annual basis. During WWII, Ventnor, like many major boat builders, was called upon to build plywood military vessels for both the Army and Navy, in sizes ranging from 20' feet up to 110'. At the War's end, Ventnor was presented the coveted Army-Navy "E" Award for excellence in building standards and construction.

After the war, Ventnor, decided to continue with plywood building technology acquired from building military craft and introduced a "statement model" in August, 1945 with much fanfare, to be used as a model lineup leader. Ventnor hired the New York naval architectural firm of William Gardner to draw a radical "art deco" model that would give its dealer network that statement model it was looking for. The result was the Ventnor dorsel-finned, beavertailed, torpedo stern model.

The model was received with such enthusiasm by the dealers it was retained through 1950. Today, a Ventnor 20' finned runabout is high on the want list of collectors of antique and classic watercraft worldwide. In 1994 Ventnor decided to reproduce this famous model again, this time using 21st century soft, dry ride bottoms, and today's minimum maintenance materials and mechanical components. The current replica Ventnor is again a "statement" model. "Today, this ego-satisfying work of art is the most expensive domestic 20' inboard available, and currently is custom-built-to-order only for a very limited number of people who will not settle for today's offerings of mass produced, look alike watercraft," according to a company spokesman



Opinions...

About Our "Community"

I offer my full "ditto" in support of Bill Marsano's remarks about our being a "community of readers" in your Commentary column in the July 1 issue. Every so often you comes across something that expresses your thoughts so well you wish you had written it.

When I was a young lad many moons ago we had *Rudder* magazine, L. Francis Herreshoff and his writings, plans for the H-28, Meadowlark, Rozinante, Marco Polo, et al. At the same time *Yachting* had Alf Loomis and his column "Under the Lee of the Longboat", with the adventures of the LeeRail Vikings and their boat, the *Two Fannies*. All great stuff, all long gone.

Now thanks *MAIB* we have designs and projects and adventures, and what would life be without the wit and wisdom of Robb White.

George Merry, Punta Gorda, FL

Where'd He Get That Plan?

I'd sure like to know where Mr. Riotte got that plan for that Chesapeake sailing skiff pictured on the "You write to us about..." pages in the July 15 issue. If he drew it I need a copy. Perhaps he got the plan out of one of the old books, like Chapelle. Long skinny flat bottoms are almost as pretty as girls in my view.

There's a lot of history in that boat. It might turn off the young folks but the history lesson would still be there.

I'm hoping to get my nephews to build whatever they might like, with my help. I'll be interested in seeing if they go for a long skinny flat bottom with a sprit rig.

I can't resist giving you a small elbow in the ribs about your remark some time back that paddlewheels aren't as efficient as propellers for pedal powered boats. Aren't we talking here about 2 to 6 miles per hour? Efficiency for ten times that, or so I'm going to go on believing.

I notice that the paddles on that Glen L design have small ply discs with the ply blades protruding. If I'm not mistaken, Bolger uses full size discs. Probably stronger and I wonder what advantage there may be in propulsion from the discs alone? I think I read something about that in steam.

Shop grade plywood isn't worth using in boatbuilding according to the purists. I keep reminding myself that boats built my way will last about as long as I want them to. Nothing I ever built has been museum quality, and if any did last longer, I wouldn't have an excuse to build another boat, would I?

Ron Lavolette, St. Ignace, MI

This Magazine...

Very Unusual Magazine

The August 1 issue came today and gave me the opening to write to you without it being just a vague gushing of enthusiasm for your *MAIB*. I enclose several names of possible new subscribers.

MAIB is a very unusual magazine, not in the different/weird sense, but in the down to earth, breath of fresh air sense. It makes the "slickies" seem disturbingly out of touch with many of us. The "Yuppies" (yachting

Simple Pleasures

Thanks for a truly great magazine. I enjoy each and every issue and look forward to reading about the normal adventures of normal folks. It is encouraging to see that people still delight in simple pleasures.

Del Scruggs, Lansing, TN

Projects...

Couldn't Afford to Keep Her

This is a dreamboat I completed with professional help last year, and then sold her to my sister for Eco Tourism. The gestation period for this locally designed craft was approximately 25 years! Then I found I could not afford to keep her.

Ian Walker, New Zealand



The Part That Tickled

John Hadden's son Alex has made a nice name for himself as a traditional boat builder. I had a nice surprise visit from John to show me some photos of the Classic 14 Geodesic Whitehall that he recently completed. John has built a bunch of boats, mostly Bolger and Payson stitch and glue. I should also mention that he is a prominent member of the Maine Wood Workers' Organization

This is the part that tickled me. Son Alex was a little standoffish during the construction of this foolish kind of project. Now after sailing the boat he has commissioned father John to build one for son Alex. This will be a bit shorter and used as a yacht tender.

John said that the most difficult part of building was overcoming the doubts he had

about the process. Like what to do with the 4" wrinkles that were in the fabric before heat shrinking??

Platt Monfort, Westport, ME

Editor Comments: See John Hadden's photoessay on this boat in this issue.



The Correct Description

May I first say that I am flattered to have my boat featured on the July 15 cover of *MAIB*, and on the first day of its launching (as displayed by the loose head of the main, lashed outhaul, etc.). You also included my boat again on page 20, but I believe you may have misplaced the correct description. The craft is in fact my own design, a 15' modified sharpie, I

am designating as a nonpareil sloop. Her name is *Fulica*. The hull was built by Dale Cottrell in Northport, Maine, the sails are by Gambell & Hunter in Camden, Maine, and the spars, rudder, rigging, etc. I did myself. Some of the fittings are still a work in progress.

Philip Kendrick, P. O. Box 46, South Berwick, ME 03908

Poet's Corner...

Transcendental

"Doesn't matter how it oughta work."
he said and covered the engine and vague
smell
of ether. The hatch burped
and jumped, but so did the engine
and we cast off. The exhaust blatted through
the dual
straight pipes and into my left ear.
We slithered around a couple of buoys and
the neighbor's
new rig, the one with fresh gel coat and a
bigger
pilot house. The water
heaved only a little. Fifty at least out.
Not a bad day. He said "Well..."
at the start of every answer
to one of my questions, sometimes just that -
an incantation telling me how to hold
my brain right. How did you know
the men on the boat that came back
were the same as the ones that left?
Lincoln Ross

Norm's Notes



Scroungers' Corner

My job title on my retirement papers stated "Engineer/Scientist/ Specialist", but in my heart of hearts I knew I was a boating junkie. I found I could increase my weekly income nicely by patronizing garage sales and particularly large swap meets.

Once while far inland I found a suprising volume of anchors, outboard motors, and various pieces of marine hardware, ostensibly remnants of a past hobby or unrealized dreams. Frequently sellers just collect things sans any knowledge of usage or worth.

For instance, in a ball of mud I saw two of the biggest Jabsco pumps. I asked the price, and the seller said \$2.50 facially indicating I was a pure sucker. As I recall, I sold them to a boat building acquaintance for \$300.

One way of opening bargaining is to ask the seller what some item is. If he knows he'll tell you, indicating he also knows its worth. However, more frequently he doesn't know, which opens the door for lowest possible offer.

Sometimes a seller is determined. The idea here is to watch his spot for a few days,

then ask if he's tired of loading and unloading the item. I was interested in some ancient Maytag motors and asked a seller the price of one on display. He exploded saying, "Twenty dollars if I don't have to help you lift that damn thing again."

Items such as oars are frequently over priced and might take some negotiating.

The police patrol large sales looking for stolen items. Perhaps a brand new BMW motorcycle gas tank I bought for \$5 was of this ilk. All I know is a local BMW Dealer was pleased to give me a fast \$25 on my way home. Another time I recognized the radiator grill of a classic Chevrolet and paid \$10 for it. A local antique/classic car dealer gave me \$45 quickly.

Now I've mentioned small sums, but this income was daily enroute to San Pedro Harbor where all kinds of equipment are in demand. One shop there took things on consignment, and it was a nice feeling to visit and learn I had a nice sum of money waiting despite the shop owner's sales commission.

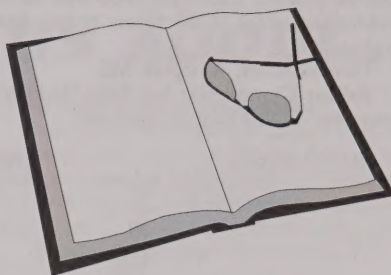
I found two things paramount: (1) Have ready cash on hand, and (2) if possible have a van or pickup truck to haul almost anything away. This applies to whole small boats. In one guy's driveway I spotted an inboard cabin cruiser and trailer for \$350 as I remember. The trailer's tires were flat which I considered no problem in view of a nearby gas and tire station. The wheels were of the old clincher type, but fortunately the mechanic knew how to dismount/mount tires by walking on them.

Checking with others I found the profitable deals ratio to be about 7:1. Frequently one forgets the old gamblers adage, "You have to make a killing, but don't be greedy."

Here we are again on familiar waters: not only a sinking but a tragic sinking. May 7 was the 87th anniversary of the torpedoing of the *Lusitania* in 1915. Her loss, with nearly 1200 victims, haunts history like none other save the *Titanic*'s, and here is Diana Preston to retell the tale. She does a very good job of it.

The story floats on a sea of questions, and she answers most of them. Drawing on extensive German documents and decrypted messages (then, as in World War II, the British cracked German codes), she makes it clear that the coming together off Old Head of Kinsale of the submarine *U-20* and the *Lusitania* was no mere chance of war but a result of absolute German intent.

The Cunard superliner, sister to the *Mauretania*, is a named target in many German messages. She doesn't explain why the *Lusitania* and not, say, the *Mauretania* or the *Titanic*'s sisters (*Olympic* and *Britannic*, the latter of which was torpedoed or mined during the Gallipoli campaign), or the *Aquitania*, so I asked her. She points out that most of the other big liners had been taken into government service; from that we may conclude they were hard to get at while, so long as the *Lusitania* worked the "Atlantic Ferry" passenger route, the Germans would always have a



Book Review

Lusitania

By Diana Preston

"When Another Great Ship Went Down!"

Review by Bill Marsano

pretty good idea of where to stage an ambush.

Nor does she go deeply into why the Germans would want to sink her in the first place. Surely it was not to destroy such contraband munitions as she might have carried: Liners lacked the capacity to carry enough cargo to have any effect on the war effort. My own opinion is that the sinking was designed as an act of terror intended to shock and terrorize the British, to make them feel that nothing and no one was safe. After all, Germany's Zeppelins terror-bombed London in the first World War as her bombers did in the second. In both cases the aim was to break British morale, with no expectation of direct military result.

Nor does she explore in the main text (though she does in an excellent appendix), why the mighty ship should founder so quickly, in 18 minutes, from only one torpedo. Again, the reader can speculate. Liners were built to battle wind and wave, but against modern explosives they were fragile. Contemporary naval vessels were far sturdier. At the Battle of Jutland in 1916, for example, several battle cruisers exploded spectacularly when large caliber shells penetrated their vitals, but other, better-armored ships took terrible poundings and were able to limp home. Indeed, the Germans themselves used

pirate liners during the war and found them to be similarly fragile; the ships quickly succumbed to the accelerated wear of constant high-speed running and the lack of in-port maintenance. Their shell plating took a beating from the need to coal at sea. Their careers were sometimes dramatic but always brief.

If these are lapses, perhaps they are small ones: Surely the intelligent reader welcomes the elbow room afforded his own speculations. In any event, they pale before what Preston does so well.

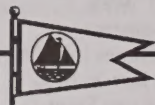
She does an excellent scene of marshaling memories and memoirs to re-create the horrifying scene aboard as the great ship went down, heroism and fear, panic and confusion all come alive, and she can break your heart with the scenes ashore of bodies being landed and laid out, most identified only by numbers, for their families to claim. She has fine follow-ups on the survivors who formed ship-board friendships and those who rescued strangers during the sinking itself. She even records, among many grubby moments among Cunard's management, the line's shabby attempts to recoup its investment in surplus coffins. In short, she presents the human drama in emotionally powerful detail.

Did the sinking precipitate U.S. entry into the war? Some say yes, others, no. The two events are, after all, 23 months apart. Preston makes good drama out of the political pressures and maneuverings that brought America reluctantly in. The sinking, she argues, contributed heavily, but it had no sudden impact. Then, as a generation later, the American public wanted no part of "Europe's war."

New, and astonishing to me, is her unearthing of evidence that the British were so embarrassed by their failure to safeguard the *Lusitania* that some functionaries were willing to suggest that her captain, William Turner, was directly responsible as a German hireling.

Whether the *Lusitania* actually carried contraband is a vexed question that can probably never be definitively answered. Preston notes that the small-arms ammunition she shipped was, in fact, not contraband under international law, and neither was the quantity of artillery shells because they were literally shells; that is, empty casings, not fused or charged with explosive. The *Lusitania* did have mounting rings for deck guns but, Preston says, the guns were never mounted.

Does it matter? Probably not. The Germans calculated their attack with care but apparently never considered that the sinking of the *Lusitania*, no matter what her cargo, would be seen by the world at large as nothing less than wholesale murder by a nation monstrously criminal and irredeemably barbaric.



COLUMBIA TRADING CO.

BUY - SELL
FREE BOOK
CATALOG

- Nautical Books
- Ship Models
- Marine Art & Antiques

On Line Catalog:
www.columbiatrading.com

1 Barnstable Rd., Hyannis, MA 02601
(508) 778-2929 Fax (508) 778-2922
nautical@capecod.net

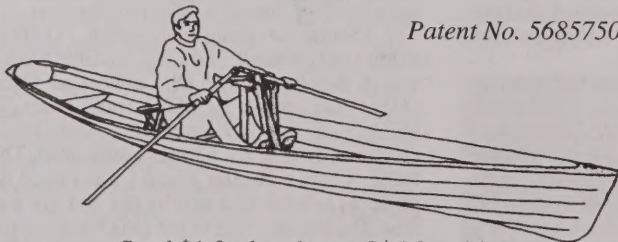
Burt's Canoes

Traditional Wood/Canvas Canoes

BURT LIBBY 2103 Hallowell Rd.
(207) 268-4802 Litchfield, ME 04350

Easy to use. Powerful. High quality exercise.
FRONT-ROWER *Forward Facing* Rowing Rig.

Patent No. 5685750

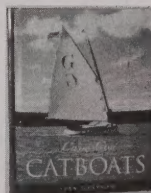


Send \$1 for brochure or \$5 for video.

Ron Rantilla
30 Cutler Street
Warren, RI 02885

401-247-1482
www.frontrower.com

CAPE COD CATBOATS



Brand New Book! From 19th century workboats and yachts to today's fiberglass models, the complex story of America's most enduring sailing craft. Includes reviews of today's daysailers and cruisers, how they compare, rigging tips, practical advice, history, and much, much more. A fascinating book.

Hardcover • 208 pages • 16 pages of color • Over 100 b/w images and drawings • Big 8-1/2 x 11" page size • Just \$39.95 plus \$6.50 s/h.

Devereux Books, P.O. Box 503, Marblehead, MA 01945 (781) 631-3055
www.devereuxbooks.com
Call, write, or e-mail for free color catalog.

Before 1-69 cut a wide swath of birch, maple and pines, bulldozing old logging trails, Rip and I walked those endless paths, jumping at the whirl of partridges who leapt into the air as we approached, then pausing to watch the orange caterpillars make their way across a fallen leaf. Rip bent down, sniffed, backed off, continued on, always leading. The sun our compass, we wandered northeast, treading softly on pine needles in the green glades accompanied by the sound of wind rocked pines, the penetrating shrill of a red tailed hawk.

Before pontoon boats, before the lean, swift, glossy bass boats and before jet skis, Rip and I could glide out into the sweet, calm morning of a deep clear northern Michigan lake. He sat trembling, waiting impatiently, on the sandy shore until I pushed and pulled a brown Dunphy lapstrake boat into the water. As soon as my head nodded, Rip leapt over the gunwales, landing on the wide pine and oak floor. Secure.

At her wide stern was a 3-1/2hp Johnson, an old one my dad had kept in the garage for years. The kind where I wrapped the rope round and round and then with all the strength my 10 year old skinny body could muster I'd pull. Straight back as if I had a bow and arrow in my hand. "Ha-whump, ha-whump." I pulled again. Success. She coughed and sputtered but caught on. I quickly pushed in the choke button, turned the engine around and we put putted backwards beyond the dock. Rip's back paws on the front seat, two front ones on the bow. Then like a barge, we plowed the water, leaving a big wake, going 8 knots.

Rip looked back frequently as a seagull flew on by, as if telling me to "Gun it, catch up with the seagull." I pretended not to notice his gaze of frustration. There we were, a boy with his black and white English setter breaking the silent waters, up the lake a mile and back, his boundaries. I remember the churned water, the puffy exhaust, the exciting smell of gasoline fumes, looking behind at what we created, endless waves.

When I turned 12, my dad loaded his green aluminum duck boat on top of the family Ford station wagon. "Let's go the marina and talk to Ron Gardner." I joined him in the front seat, Rip jumped in the back, we headed north. I thought we might purchase some new seat cushions to replace the old blue ones that came with the Dunphy.

As we walked into the square tin building, my dad yelled out, "You around here Ron?" It was before Memorial Day. Life hadn't speeded up. Boat workers were still sanding, painting, puttying boats in the water. A short lean man walks out, blue shirt and pants, scruffy gray/black whiskers, pipe in his mouth, a bit snarling. "Whatta you want Jack?" Ron grabs a dirty towel and begins to clean his hands as he watches my dad check out the new Johnsons and Evinrudes.

"Brought up the old duck boat, Ron. She's aluminum, about 12' long. I'm giving up on the old Dunphy. What do you think we could put on her? A 7 and 1/2?"

"Naw, that'd be too much Jack. A 5 and 1/2 be as much as she could handle."

"I want her to plane, Ron."

"No problem, Jack, she'll go 15, no trouble."

"What do you think, Bill?"

"Oh, that's fine, great," shaking my head up and down. I didn't realize until then, that

Three Boats And A Dog

By Bill Coolidge

this discussion about the engine and the boat included me.

The new green engine came with a separate red gas tank and a cart to lug it out to the boat and back to the garage. It also had a forward, neutral and reverse gear. As we drove home, I kept turning around and looking at it. Rip kept his distance.

But my dad never said, "Bill this is yours." How could he say that when I had three older brothers? They never had their own boat. My dad did say, "If you want to use the boat, you have to buy the gas." Back then it was 33 cents a gallon. Since my brothers had all aged out of mowing lawns, I went knocking on doors. \$1.25 a lawn. With four or five lawns a week, I earned the gas money.

My dad carted the engine down the white dock, then me with oars and cushion followed by Rip. I went back to the car and with both hands carried the red gas tank, stopping along the way to rest.

Starting this engine felt different. A black choke button to pull out, squeezing the black round bulb to get gas into the carburetor. Rip was confused. He sat on the shore, looking back at the Dunphy vessel, laying on sawhorses and back at the duck boat.

"Rip, get in!" My dad yelled as he pushed us off the shore. Rip jumped as he always did but this time his claws didn't catch and he skidded off the seat onto the floor and stayed there. His tail was not wagging. I pushed the prop into the water and pulled the cord. Started on the first pull. I set the lever into the forward. Rip looked timidly over the gunwales of the boat, his tail limp.

"Go up front Rip!" I yelled over the noise of the engine. Rip tenderly placed each paw forward, squirmed up to the front seat, stood there, legs shaking. He put his front feet on the bow but kept looking behind at me. Unsure. We planed, Rip stretched his head forward, his nose catching the wind born scents of water life, his ears flying behind.

Occasionally I wanted to go out on the lake by myself, without Rip. About four in the afternoon, when the sun warmed the ferns and pine needles in the back yard, Rip took a nap. I tiptoed down the dock and looked behind, safe so far. I pushed the boat out and started it but before I went 50 yards down the beach, Rip would be high jumping docks and barking at me. Furious. Neighbors would stop their activity and watch me skimming the water, Rip hurdling the docks, howling. I'd slow down and turn into shore. When I hit the beach, Rip jumped in, stood on the seat and waited for me to push us back into deeper water. No eye contact.

For three summers we were constant companions. His black and white snout would widen into a great smile, drool hanging off his lower lips, eventually smacking onto my chest. He loved to bark at seagulls but eventually his eyelids closed into finely levelled slits as if he were entering a dog dreamworld filled with the scent of pine and the steady pounding of the boat skipping over waves. He learned how to lean into the turns and when I slowed down

to beach the duck boat, he'd turn around disappointed.

The pounding of the waves, however, loosened the rivets holding the boat together. Each Memorial Day my dad would bring up a riveter but by the third summer I carried an old Rival Dog Food can in the back of the boat. I'd have to bail out the water as we cruised the lake.

In the Fall of my 15th year, I was riding with my dad in the station wagon. A man blinded by the sun, low at 5pm, made a left hand turn into us. I fell forward and broke my wrist. The insurance company settled for \$1500.

That spring, my dad said, "Bill, that old duck boat can't take any more pounding and I'm tired of riveting. What about using your insurance money and we'll buy you your own boat?" I was amazed. I hadn't realized how much my dad trusted me. I also didn't know he had picked the boat and motor, a new 15' oak and pine Century with a 30hp Johnson electric start. A steering wheel behind the second seat, mahogany deck, a beauty.

"You can use it to go work." I had found a summer job working at a grocery store about three miles from our house. I wiped the back of my hand across my eyes, when he said this, pretending I was swatting a fly.

Ron Gardner had her all ready to go on Memorial Day weekend. I pushed the red button and she started up. Rip jumped off the dock and bolted securely on the wooden front seat. Quickly he put his paws on the deck and looked behind at me, "Ready."

I met girls while I worked at the grocery store. After work or on my day off, I walked out to the end of the dock, cushion and oars in hand, preparing to go and visit one. Without Rip. He jumped in anyway and I stood on the dock and whistled, "Come on Rip, not this time." He turned his head toward the wide, deep part of the lake, longing. Waiting in the silence, he would eventually jump back on the dock. I'd hear the pitter patter of his paws ambling back to the house. He never looked back.

Some Tuesdays, though, on my day off, I made a sandwich and threw in a couple of dog biscuits and we would headed off for an uninhabited island about two miles away. We went ashore and explored the old vine filled paths, Rip skirted back and forth as if we were hunting pheasant. Some evenings, after supper, we would cruise down to Perrett's Point where it was marshy and where the muskrat and otter lived. Slowly we would ramble through the cattails, Rip peering down. His tail wagging furiously.

As I became an older teenager, Rip aged even more. He laid down in the backyard, facing the woodpile where the chipmunks roamed. He slept longer in the afternoon sun. I believe he slumbered, waiting for my whistle and call, "Rip! Come on, boat ride!" Sometimes I'd call, often I wouldn't, but when I whistled, he'd always come running.

Adirondack Guide Boat
in eastern New England at



Rowing Sport
978 356-3623
Alden Shells



Setting out from the new \$950,000 state built launching ramp on the Annisquam River behind Gloucester High School. Two years ago this was a broken up asphalt ramp with no docks connecting to a potholed gravel parking area. The harbormaster was on hand obviously pleased with his new facility paid for by state boat registration fees.

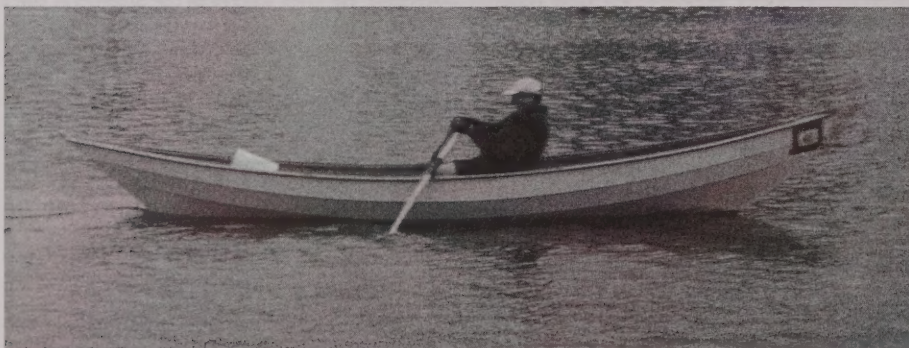


Jon Aborn is back into racing again in his very fast home designed and built Monument River Wherry, extrapolated from the traditional New Hampshire Piscataqua River wherry. He finished runner up to Paul Neil in his Kaulback Adirondack Guideboat in fixed seat single class.



Mike McGarty's geodesic Whitehall is an easy carry.

Oh so pretty, Hugh Bishop's lovely Swampscott dory, our Massachusetts North Shore's indigenous example of the beauty of form following function. Once the boat I wanted to build, still a haunting memory.



Blackburn Challenge 2002

By Bob Hicks

Sitting way out at the end of the 1/2 mile long Eastern Point breakwater, which protects the Gloucester, Massachusetts harbor from Atlantic storms, I awaited the arrival of the leaders of the Blackburn Challenge fleet, now well strung out along the 20 mile course. Due to the staggered starts of the 15 classes it isn't possible to relate just where all who will come past me to round the point for the last two mile sprint to the finish across the harbor fit into overall positions. But I was quite certain that the first I'd see would be the two sliding seat double racing shells as they started six minutes ahead of the outrigger canoes, their closest competitors for overall fastest. Right after the two shells the canoes would come by.

To my left, looking up the coast towards Rockport, the water alongside the breakwater was flat and smooth. To my right looking across the harbor, the water was choppy from the 12-15mph north wind blowing. The final dash for weary competitors would be right into this headwind after the long downwind run along the eastern shore of the Cape Ann peninsula.

As I anticipated, the first into view was a double shell, and as it drew close enough for me to identify it, I could see it was the Kingfisher of Joe Holland and Dana Gaines, last year's record setters. I figured they'd maybe be out in front, even though when I last saw them 5 miles out on the western shore they were a hundred yards behind the Maas 24 of Dan Gorriaran and Al Flanders, serious challengers this year. The latter were now about 4 minutes behind.

Then the anticipated parade of the faster outriggers came into view, but next I was in for a surprise, for right there amongst these 45', six person outriggers was a guy in a rather ordinary looking touring kayak. Since the kayaks, almost 80 of them this year, had started about 20 minutes after the outriggers, this was hard to figure, and I could only marvel as the

The only two man outrigger canoe had to go up against the powerful six man crewed canoes, Dave Lamoureux and Mike Handa couldn't overcome all that muscle power. Their last place time of 3:30:44 would have placed them third in the solo outrigger class, maybe a better match up.



paddler, exhibiting little apparent effort, rounded the point inside one of the outriggers and paddled away from it across the harbor. This was all cleared up later at the finish line on the beach when I learned that the paddler was one Greg Barton, an Olympic gold medalist in kayak sprints. The Blackburn had at last attracted a world class participant.

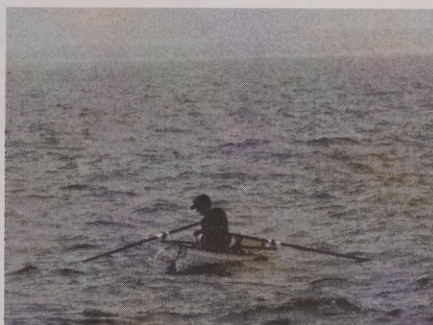
Greg was on the beach with his Epic Touring Endurance, one of the models of sea kayaks his company is marketing. He had beaten all the kayaks, racing and touring, and the surf skis, the fastest of which usually beat the racing kayaks. He'd finished 5th overall behind two racing sliding seat double shells and two of the 12 six man outrigger canoes.

I stuck around on the breakwater another half hour to see who would be coming by and shoot some of the photos I use in this report, but I miss all the best of the slower types of boats. Paul Neil led an entry of 11 in the fixed seat solo class in his Kaulback Adirondack Guideboat, and his past efforts have inspired others, it seems, as six of Steve's boats were entered this year, over half the class! But Paul was a full hour slower than the leaders. And there was Fenton Cunningham and Russell Atkinson in their huge Banks dory double, here was this big truck of a boat, built for hauling hundreds of pounds of fish, going unreasonably fast. Their time would have placed them mid-field amongst the sleeker fixed seat doubles, and sliding seat racing singles and sliding seat touring singles! Thanks to Alexander Bridge of NORS, out in a chase boat, we have a great shot of these two strong guys rounding Halibut Point on the cover of this issue.

Again in this annual report I bring you the winning stats and plenty of photos, for this event is a gathering of a marvelously polyglot collection of small human powered boats, all going out on a long, tough open ocean course at considerable cost (entry fee was \$50, maximum of \$275 per boat!). The opportunity to see how all these different boats handle whatever conditions the Blackburn offers up each year is one I would not miss. And, oh yeah, it's only 15 miles from home.



Like it has long been in motorsports racing, the sponsor logos are appearing on the outrigger canoes, here the winning Bob Silvernail team preparing to launch.



Time out for bailing, low freeboard traditional skiff with outriggers was taking on too much of the chop.



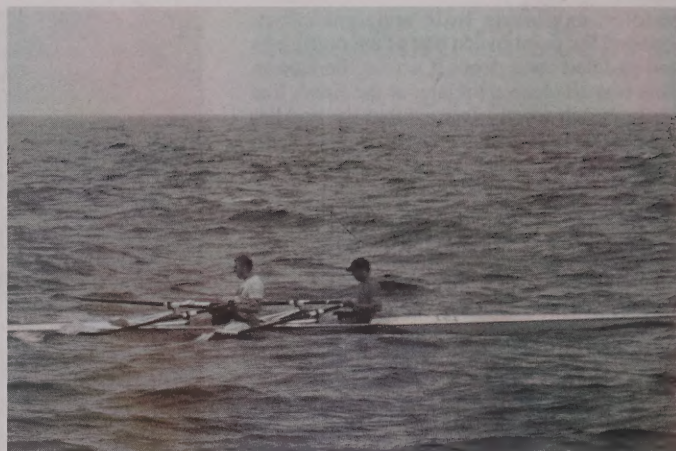
Grass roots racer, John Giuletti has #1 on his Banks dory, his class was first off the start line, and 6 hours, 21 minutes and 48 seconds later, John became the last official finisher.



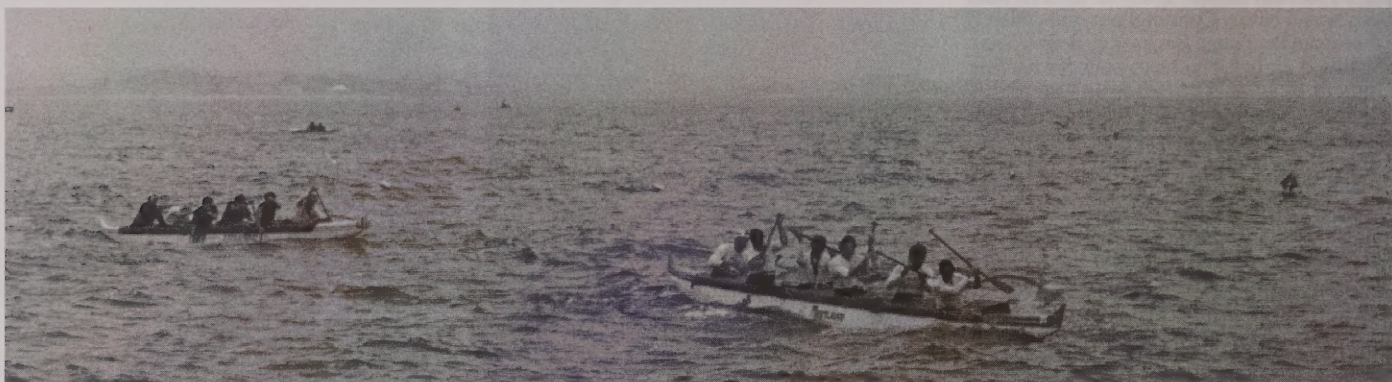
Classic pulling, the six oared Cornish gig *Saquish* in full flight past rockbound Halibut point. *Saquish* and its fellow gig, *Mike Jenness, Sr.* were the only two big multioared coxed boats entered this year.

Two ultralite boats, Mike McGarty's geodesic Whitehall with a hull of thin fabric membrane stretched over tiny wooden stringers held together with mylar strands, and Ric Shalter's Asay Surfboat with a hull full of holes and no transom for letting out the breakers that get in, the boat kept afloat by sealed flotation in a false bottom.





The early battle for the lead on the water and overall at Lane's Cove, about 4 miles out on the west shore of Cape Ann headed into the chop from the north wind. Dan Gorriaran and Al Flanders in their Maas 24 had an edge over the eventual winners, Joe Holland and Dana Gaines in their Kingfisher. Gaines and Holland were about 14 minutes slower winning overall this year than their record setting pace in 2001, rough water and a headwind on the outbound leg up the west shore of Cape Ann, really rough water rounding Halibut Point, and the strengthening headwind on the final sprint across Gloucester harbor slowed everyone.



The early battle for the outrigger canoe fleet lead between Bob Silvernail's 45' outrigger and the NEOC Men's Team Force Five. They stayed close all the way, 1:52 the margin at the finish for Silvernail and crew. A dozen of the 45' six man canoes, one two man version and five solo versions appeared this year. The fastest big canoes came close to winning the overall back from the sliding shell doubles.



The man in the innocuous looking touring kayak here cutting under the outrigger canoe rounding the last turn around the Eastern Point breakwater into the wind for the final two miles to the finish shouldn't have been there, he had started 18 minutes behind it. Greg Barton finished 5th overall over six minutes ahead of the first surf ski and ten minutes ahead of the first racing kayak. Despite his kayak's touring design, Greg was entered in that racing class as he was using a racing paddle. Never before had a touring kayak come anywhere near so close to winning, just 5:37 off the overall fastest time. How come? Well Greg, an Olympic sprint kayak gold medalist, seems to know how to paddle. He also designed and is marketing his Epic make of sea kayaks. The sea kayaks overwhelmed the entry list again this year with 81 of the 148 entries.

Top Ten Overall

2:36:07 Joe Holland/DanaGaines
2:36:39 Bob Silvernail & Crew
2:38:31 NEOC Men's Crew
2:40:20 Dan Gorriaran/Al Flanders
2:41:44 Greg Barton
2:47:40 Joe Glickman
2:48:01 Ben Lawry
2:50:33 Damen Clark
2:51:57 Timothy Dwyer
2:53:00 Alec Davis & Crew

Kingfisher Sliding Seat Double Shell
6 Person Outrigger Canoe
Force Five 6 Person Outrigger Canoe
MAAS 2X Sliding Seat Double Shell
Epic Touring Endurance Kayak
Surf Ski
Mako Millenium Surf Ski
Surf Ski
West Side Thunderbolt Racing Kayak
6 Person Force Five Outrigger Canoe

Class Winners (In order of times)



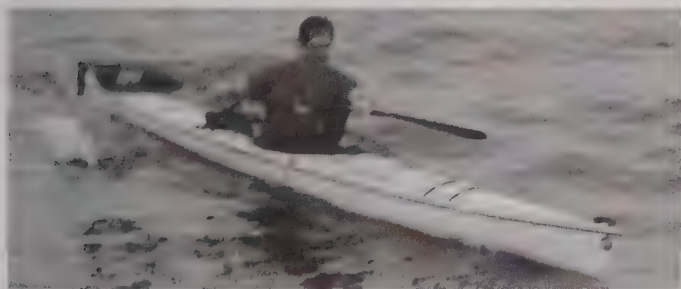
Sliding Seat Racing Double - 3 Entries

2:36:07: Joe Holland & Dana Gaines, Kingfisher Shell



6 Person Outrigger Canoe - 13 Entries

2:36:39: Bob Silvernail & Crew, Unidentified Make/Model



Kayak Racing Single Men - 9 Entries

2:41:44: Greg Barton, EpicTouring Endurance



Surf Ski Men - 8 Entries

2:47:40: Joe Glickman, Surf Ski



Sliding Seat Racing Single - 6 Entries

3:05:20: Rich Klajnszek, Rec Racer II



Kayak Touring Double - 7 Entries

3:06:49: Thor Peterson & Ken Fink, Nootka Double



Sliding Seat Racing Single Women - 1 Entry

3:08:01: Kinley Gregg, Maas 24

Kayak Touring Single Men - 57 Entries

3:11:02: Dan McCraine, Seda Glider

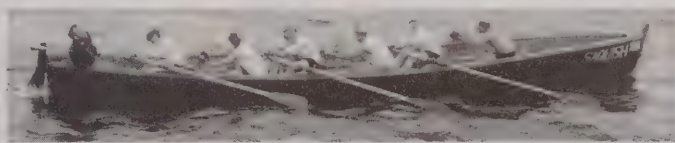
Single Outrigger Canoe - 5 Entries

3:18:26: Rusty McLain, Unidentified Make/Model



Fixed Seat Double - 6 Entries

3:28:26: Donald & Dustin Carter, Stretched Piscataqua Wherry



Multi with Cox - 2 Entries

3:28:50: Saquish, 6 Person Cornish Pilot Gig



Fixed Seat Single - 11 Entries

3:37:51: Paul Neil, Kaulback Adirondack Guideboat

Sliding Seat Touring Single Men - 5 Entries

3:43:07: Ken Lannaman, Zephyr

Kayak Racing Single Women - 1 Entry

3:46:57: Denise Radtke, Seafarer Sprint

Banks Dory Double - 2 Entries

3:49:40: Fenton Cunningham & Russell Atkinson

Kayak Touring Single Women - 7 Entries

3:53:10: Alexandra Landrum, Seda Glider

Surf Ski Women - 1 Entry

3:54:01: Debbie Clark, Unidentified Make/Model

Open - 2 Entries

4:50:13: Bob Blair & Glen Tines, Mad River Canoe

Banks Dory Single - 2 Entries

6:21:48: John Giulietto



"Ye gods, I hope this thing starts, or we're in trouble!" Today was just the opposite of our first sunset cruise last evening in the beautiful Everglades National Park. Then it had been beautiful and relaxing, today we were trying to go directly into the 25 knot wind and were now actually drifting back towards Murray Key with outboard trouble. We had left the North Carolina mountains and trailered for 20 hours for this!

Eventually after 20-30 pulls, the iron monster started and we finally arrived at the reasonably priced (it was darn cheap!) horseshoe-shaped Flamingo Marina off Florida Bay. The charge was \$5/week (in April, 1993) at the park entrance and \$.45/foot (for us about \$6.30) to tie up overnight. It was safe and with some catboats and a touristy schooner nearby, the atmosphere was great. We walked past the "real" yachts and had a great buffet lasagne and salad ("all you can eat for \$7") then checked out the ships' store (wonderful!) and the campsite facilities.

There were two spacious ramps, one salt-water for the Florida Bay side and the other for the freshwater side, and there was a lift to raise boats and transport them from one side to the other. We just pulled our boat out with the mast up, trailered it the 500 yards across, and dumped it in the freshwater side.

We motored up the Buttonwood Canal between the mangroves with some small tour boats. The wilderness waterway eventually goes to Everglades City or the Gulf of Mexico. As the wind was still blowing at about 25 knots we turned around at Coot Bay Pond and sailed back about 5 miles to the ramp area enjoying the sunshine and the protection of the canal.

Our main destination was the Florida Keys, so we took the boat out and trailered down to Bahia Honda State Park where there are two large ramps and the in-and-out ramp fee was just \$2. The charge was \$.85/foot to tie up but only a few boats were there in mid-April. It was even nicer than Flamingo, if that's possible, it was also horseshoe-shaped giving all-round protection. The bathroom facilities, showers, ships stores and a snorkeling boat that goes out to Loo Key were just a minute away, and the trailer park was secure (my main concern). When signing in, we were given the combination to the lock at the main gate so we could drive in and out at any time,

Pinch Penny Cruising in a Peep Hen

Part 1 - The Florida Keys

By Julie and Bob Nelsen

but the gate guard is on duty from early morning until 8pm.

Well-sheltered, we slept in the cockpit of our 14' Peep Hen, *Julie II*, under a clear starry sky, but there was still a strong wind in the Gulf and the Atlantic.

Bahia Honda is located about half-way along the Key chain near Hawks Channel. The harbor is between an old, disused railway bridge and the new road bridge. A span of the old bridge over the channel has been removed allowing sailboats to go through to the Atlantic, but they would have to lower their masts to pass under the road bridge if they wanted to go the other way to the Gulf.

Next day we motored out and dropped anchor near a tiny key in clear, aquamarine water, the wind was still strong and the water was choppy. I quickly jumped over the side and: (a) enjoyed tropical water; (b) was attacked by mermaids; and (c) froze!

I couldn't believe it, after a million miles of trailering and 25,000 tropical island brochures, it was COLD! It might have been due to the wind (I hoped) but anyway, I put on my \$10 snorkel stuff (spare no expenses) and pulled myself forward along the anchor line, then allowed myself to drift back past the boat to the life-jacket tied behind on a further 100' of line. Because the water was so shallow, there were people wading out past us to the same tiny key 1/4-mile off shore. After 45 minutes I got back into the boat (before hypothermia set in) and technically I would then be able to claim, "Yes, I snorkeled in the Keys," to envious friends back home.

When sailing perhaps an eighth of a mile offshore on the Atlantic side, we could easily see the bottom in 4'-10' of water and sometimes scraped it with our 2ft. centerboard down.

It was exciting, fish and large shadows beneath we assumed to be sea rays or some more lethal! "Thank goodness we cancelled our cable TV," I thought, remembering "Great White Week" on the Discovery channel! For us North Carolina mountain types, it was really wonderful to be doing this, especially in mid-April.

After being told "the locals like it", we drove over to Monte's, a great dumpy eating place on Summerland Key, for tasty soft shelled crabs and wine. We noticed a boat tied up in back and realized there must be a waterway leading in there.

It was still very windy next day so we drove to Key West to do the touristy stuff. We saw Harry Truman's Little White House. He had a round table with a removeable top for his poker games. We ate a great conch chowder and the house salad at Billie's for about \$10 total.

Walking round the marina we saw yachts from all over the world. When I asked the owner of a beautiful, 60' sailboat how he managed to sail in the shallow water around the Keys, he replied, "Oh, no problem. I have a centerboard and it only draws 7' feet with the board up instead of 18' feet with it down." It must have a pin in it the size of a telephone pole. Let's assume he doesn't trailer it!

For sunset activities, we went to Mallory Square and saw everything from fire-eaters to trained cats (don't ask what they did!) Impressive, but I have seen the same on New York City streets (don't ask...!). Then after a highly-priced meal in a restaurant ("It can't be too bad, it's next to a K-Mart and what else was open at 10pm?"), we returned to the boat and slept in the cockpit again. The message here is: Don't invest in a motel by a boat-ramp expecting to be patronized by cheapskate trailer/sailors!

Next morning, with 10 knots of wind, we sailed out of the Hawks Channel into the Atlantic and down to Newfound Harbor Keys (about 8 miles) in super time. There were commercial dive-boats taking snorkelers and we anchored out in 10'-15' of clear water. It was a lot warmer than our last swim, and we saw lots of plants and sponges and other marine life. I got into the boat and pulled up the anchor, giving my childbride a moving tour as we slowly drifted with her holding the lifejacket tied onto the 100' of line.

After a couple of pleasant hours we sailed down past Ramrod Key and Summerland Key into Niles Channel and ended up with a great lunch (fried oysters) at Monte's again, having found the narrow canal to the left of the bridge that leads to the back of the restaurant. Then we sailed on past the fancy Little Palm Island where they filmed the PT109 movie and anchored off a small isolated island in Newfound Harbor and walked ashore in ankle-deep water.

A young guy from Colorado anchored his MacGregor 26 nearby. He had spent several months cruising in the Keys last year, then stored the boat down there and returned this year for more extended cruising before trailering it back to Colorado. He and his bikini-clad crew were cooking steaks on the beach while on *Julie II* we heated stale water for cocoa and opened 59¢ cans of sardines, declining their invitation to join them. They don't call me a dumb square-head for nothing! But guess who has the kids in college!

We had a peaceful night on the lee side

(note the nautical term to impress my cousin who has a 45' sailboat) of the island, it was right out of an Errol Flynn movie. With our oil lamp swinging from the boom gallows, the stars overhead and the aroma of his steaks still in the air it was the stuff that dreams are made of. What could be better? Right! Only one thing, if he had the three college loans and we had the steaks!

In the morning we snorkeled over to two nearby islands in shallow water. This is not the place to take a cigarette-type boat or anything else drawing more than 1". We sailed past Little Palm Island (could those "No Anchoring" signs be meant for us?) and waved to rich beachcombing tourists after running around a few times.

Motoring back to Bahia Honda: "Julie, what's that coming at us so fast? It's a bird, it's a plane, it's a motorcycle! A guy we'd met had a small motorcycle tied to the pulpit of his powerboat and roared towards us giving us the thumbs-up sign and nearly swamping us as he passed (at least I thought it was his thumb!). We drove to Key West and ate a great Italian meal at Aunt Rosa's.

After trailering to Marathon Key, we took a room at the Sombrero Beach Resort and Marina for \$60/night which also covered the use of their ramp and pool. Then we put the boat in and motored to Boot Key. The breeze was around 25 knots and with about 200 boats anchored, we couldn't have tacked amongst them without hitting one or an anchor line. It was fun cruising about taking in the yachtie atmosphere, the liveaboards had spent the winter there but we were told that about 25% of them had already left for the Bahamas.

Returning to Boot Key Harbor down Sis-

ter creek then through the canals lined with beautiful homes, people on the yachts seemed to enjoy watching our little boat as we motored past them, were they laughing at us or with us? Oh well!

As the tide was low we tied up near the ramp and ate hamburgers at Perry's then watched TV. Then after putting the boat on the trailer we walked to the Dockside Cafe to swap stories and listen to some liveboard sea tales until midnight.

There were dollar bills with boats' names stuck all over the walls of the bar from the ceiling down. I know a place in the Azores like it but have never seen it here before, so I asked the bartender, who lives on an orange trimaran in the harbor, if I could add our little boat's name to the wall, telling him it was the dark green high-rise sunfish that had been motoring about all afternoon. "No problem," he said, "We all got a kick out of that boat." So, along with Webb Chiles and probably Walter Cronkite, and 300 others is our *Julie II*, it made my day. One dollar bill had *Plan A* on it, but the funniest was a sailboat called *Solid Waste*.

We trailered to Pennykamp Park on Key Largo and went out into the Atlantic on a commercial dive-boat, as it was too rough for us to go out 5 miles in our's. It cost \$22 each for 1-1/2 hours at the reef seeing many different kinds of fish and rich colors as we swam amongst the coral reefs. Thank goodness we decided to do it instead of going out in a glass-bottomed boat!

Afterwards we ate at the Hungry Fisherman on Key Largo before leaving on our long drive home to the North Carolina mountains.
(To Be Continued)



FIBERGLASS REPLICA CLASSIC SAILBOATS

RAINBOW

Construction

BAYBIRD

12' Cape Cod Catboat

Fiberglass Hull & Deck

18' Gaff Sloop



LOA - 12'4"
Beam - 6'2"
SA - 100sf
Displ. 440lbs

Varnished Oak Trim

Bronze Hardware

Wooden Spars

NEW!

Compass

CLASSIC CAT

14' Classic Half-Decked Catboat

Dealer Inquiries Invited

COMPASS CLASSIC YACHTS, INC.

Box 143, S. Orleans, MA 02662 * (508) 255-5187, (508) 240-1032
(Shop @ 80 Rayber Rd., Orleans, MA)

LOA 18' 0"
Beam - 5'6"
SA - 145sf
LWL - 16'
Draft 0'8"

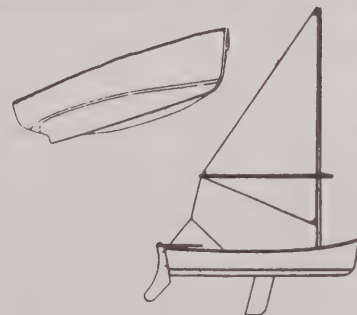


ALDEN OCEAN SHELL & STAR
APPLEDORE POD
MAAS AERO & 24
TRINKA 8, 10 & 12 DINGHIES
EASTERN 18 COMMERCIAL OB
BRIDGES POINT 24
THULE RACKS
ROWING INSTRUCTION
55 Spicer Ave., Noank, CT 06340
(860) 536-6930

Immortalize your boat in an original oil painting. Our artists will create an heirloom to be cherished forever. Simply supply a photograph of your boat and we will do the rest. Risk free ordering, pay nothing until you approve your proof. Special club pricing available.

The Design Works Gallery
toll free 877-732-6245
www.BoatPortraitStudio.com

KITTERY POINT TENDER



10' x 48" Handlaid Fiberglass Hull
Traditional looking Yacht Tender
Specially Designed for Ease of
Rowing and Minimum Drag When
Towing
Two Rowing Stations
Row & Sail Models

BAY & MAINE BOATS

Gooch's Beach, P.O. Box 631
Kennebunkport, ME 04046
(207) 967-4461

We have a lot of hurricanes flit by our neck of the woods up in the northeastern Gulf of Mexico. The reason nobody hears a bunch of news about it is because not too many people live up here and the insurance companies don't have to pay for all the uprooting in the swamps and marshes along our coastline like they do when one of the storms cleans up a little new-ground down in south Florida or up the Atlantic Seaboard. About 1990 one of them (I don't remember the names of all of my relatives, let alone hurricanes) whipped right through here and laid low a bunch of vegetation and put a few boats very high (for Florida) on the hill. One of those boats belonged to a friend of mine over on Dog Island.

It wasn't because of sloppy seamanship that this happened. My friend is more apt to rig too much than too little in preparation for such an event. He is the one who provided us with the mooring from which our old raggedy 1967 Morgan Thirty swings while it serves its main function as a bathroom for the cormorants. We helped him set his mooring and he helped us set ours, and it was a brilliantly executed big deal all around. He knew the people in Tallahassee who run the concrete outfit and he built a mold out of heavily reinforced plywood that would allow them to cast a cube of concrete four feet wide on every side. He provided them with a bunch of iron including a big eye standing up from the bottom of the box. Then, when the mixer trucks returned with the leftovers from their pours, instead of just rinsing the drum out in the scrap pile, they poured it in my friend's box and threw in the iron with it. When it was full, they called him up and he came and took the box apart and they loaded the block onto his little heavy-duty trailer and he hauled it to Carrabelle behind his old 220D Mercedes, all 55 horsepower worth, and the first block scaled out to 5,600lbs on the truck scales. Ain't but a hundred pounds to the horse and I have seen a horse do a heap more than that.

All that was just the preamble to the real genius work. There this thing was on the trailer at the boat ramp. As Eddie Murphy said in one movie, "You dropped the gun when you busted the window. What the hell you gonna do now?" Well, we had a big, flat bottomed aluminum, butt-head skiff that I salvaged from the scrap yard where somebody took it after a tree fell on it. It was only the work of minutes to beat it back into workable condition with a sledge hammer and some boards, a little Alcoa "gutter seal" (wonderful stuff) on the cracks and it was ready for this new rough service. We gingerly loaded the block into the aluminum boat with the travel lift. It took several tries to find the place where the two inches of freeboard wound up even all the way around.

It was a slow trip to the island towing the skiff behind the whaleboat (surplus 26' Navy Motor Whaleboat, a common vessel in these parts) because if we went too fast, my son Wes, back there behind the block, couldn't keep up with the bailing. But we got to the harbor of the island where we were going to plant this monster.

Which, I better explain that place: Tyson Harbor of Dog Island (right at the northeastern terminus of the Gulf Intracoastal Waterway) is one of the best little storm refuges on this coast for vessels drawing less than 6'. You can find a place in there that is sheltered from a chop in any direction. There are two good

Salvage Job

By Robb White

holes: One, called "The Outer Anchorage", is my favorite and the favorite of small bay-shrimpers. It has a hard sand bottom and is deep right up to the east beach... plus, it is out of range of the sound and sight of the people fooling around the private ferry dock and the "Yacht Club".

The inner anchorage is more sheltered but, in addition to being up there amongst everybody, it has two other problems. One is that there are some boats moored up in there and the cormorants use them for a bathroom and they stink like all get-out and that's what you have to do when the wind shifts to put you downwind of one of them. The other problem is that the bottom is about five feet of the soupiest, stinking, anaerobic, black mud I ever saw. About the only way to get hooked into something solid is to let out about a hundred feet of chain with a big Bruce, Luke/Herreshoff, or plow (forget Danforths and those new, lightweight aluminum clankers) and back down for about half a mile.

Most people (including me) don't do that but just hang in the mud kind of temporarily. You ought to hear the hue and cry amongst the overnights when it breezes up for a little snort of thunderstorm, "Roscoe... Roscoe... ROSCOE!" Anyway, that bottom in the inner anchorage of Tyson Harbor has put a lot of people to a lot of trouble and that's why we were out there drifting with the skiff and the whaleboat with this huge block of concrete saying, "What the hell we gonna do now?"

Well, we didn't say that. We knew just what we were going to do... had a plan. Wes pulled the drain plug on the skiff and slithered out over the side and swam over to where we were spectating in the whaleboat. Boy you ought to have seen the mud boil up when that overloaded 16' skiff (7' wide) hit the bottom. Wes had to feel his way to the eye in the block to put the chain through. We positioned the whaleboat over the block and pulled the chain all the way around the midships section and hooked it up as tight as we could get it so that, when the tide rose, the whaleboat would lift the block high enough so we could drag the skiff out from under... we figured. It took about three tides and a lot of fooling around (boy that skiff was sucked down in that mud like a stingaree) before that plan was brought to fruition but we finally got it. It was easy to see just where to put the next block in the bottom of the skiff too... and where we needed a little more gutter seal.

Oh yeah, I know you want to know how we managed to unhook the chain after we got the skiff pulled out. We cut the link that was shackled to the hook with a hacksaw, didn't even have to saw it all the way through and that hook skipped four or five times before it finally sank. We tied the next one.

We set a total of seven of those big moorings over there for various people. We got so good at it that it became a routine operation. We started hauling the skiff to Tallahassee on the trailer so the concrete people could load the block directly into its dent with their fork-lift to save the travel-lift fee. But we had to launch it at the boat ramp with that two inches

of potential freeboard, ticklish, frantic bailing, business. We even put a big electric bilge pump and battery (buoyed by a crab trap float) in there so Wes could ride up front with us and tell jokes.

You know, he is a public school band director and I don't know what it is with that hard-working bunch but they are a major repository of jokes in this country. I would interrupt the continuity of this narrative to tell you a few (like the one about the waiter with the teabag-tag and string hanging out of the top of his fly and the spoon in his pocket) but such as that would be inadmissible in this magazine.

Alright, now, finally to the meat (watch out) of this salvage operation. Our buddy had this 45' sloop hanging on one of those blocks down there in the inner harbor for the convenience of cormorants. The boat was a Starrett, a big-deal racing boat that drew so much water that it could only get in there on a high spring tide. It had worn an irregular circular ditch in the mud around the mooring, kind of like an inverted submarine Stonehenge, with the irregularities marking the line-up of various seasonal events.

I understand that the hull was designed for Starrett by Charlie Hunt and laid up by Charlie Morgan down in St. Pete. It was a hell of a thing, had a steel reinforcement built all the way around the middle to keep the shrouds from pulling the plastic out of shape like an old rustic hitching up his galluses when his overalls get to swinging too clear. Some fiberglass boats get so slack on the lee side that the lower shrouds chafe the lifelines and the turnbuckles rattle in the chainplates and if you try to tighten up so they won't do that, you can't close the doors in the kitchen and the mast acts like it wants to come through the overhead.

One time my buddy and a woman set out for Ft. Meyers ahead of a norther (a sure-fire way to go south in the Gulf) in the Starrett. When it whipped up around 35 or so, they decided to take in the main and just run with the working jib (you could make a circus tent out of the genoa) only to find that the halyard was jammed and they couldn't do a damned thing with it... or the boat either, except to go south. It was a quick trip to Meyers, might be a sailing record. They had to re-work the gooseneck when they got there.

I'll venture another aside here: One thing that jams halyards is those woven polyester rigs. What happens is that the place where the line goes through the masthead sheave chafes enough so that the outer sleeve of the line bunches up into a wad that won't pass through the groove and the harder you pull on the luff of the sail, the worse it gets. If you are going to have to have high-tech on your sailboat (like braided Dacron and built-in masthead sheaves) I recommend wire. It has a bad little ting-a-ling to it on an aluminum mast but you can usually get the sail off the boat. And, continuing with this, I like the luff hitched to something running on a monel track instead of a groove in the aluminum too. But what I really like is grape-vine hoops.

So, when the hurricane came, here this monster was swinging on that enormous concrete block sunk five feet into the mud. Not only was it made up with my friend's notion of a proper mooring (1" chain swiveled to a Norwegian float as big as the carcass of a bloated walrus and then 1" nylon to another

section of chain through a hose to the bit, a good holding rig) but, when he heard about the storm, he dove a 2" poly-dac line through the eye of the mooring and up either side of the forestay and around the mast of the boat, rigged slack, just for insurance. The Starrett tended to tack back and forth on the line and he didn't want it to get loose.

But, get loose it did. A mature, but ignorant, cruising couple in one of those big, top heavy, living room style, intracoastal motorboats (indeed named Intercoaster) pulled in there to take shelter from the storm and let down some kind of inadequate, well advertised, toy ground tackle and, when it started breezing up for the hurricane, they began to drag all over the harbor with the wind shift. They tried to keep straight with the engine but the top hamper was too much for it and they couldn't handle it and wound up tangled with the Starrett's mooring lines and gnawed all that loose with the futile thrashing of the prop and the whole mess sailed immediately up onto the east beach of the harbor. The Intercoaster's dragging anchor finally found something to hold onto when it got to the sand of the beach and they were able to drive back to deep water (and mud) when the wind moderated but before the storm surge went down. All they lost was their dinghy and dignity, neither of which was ever recovered.

So, next morning, in the brilliant sunlight that follows the wild fury of a hurricane in the night, there was the Starrett about 300' up on the beach, lying on its side with its enormous mast sticking up all the way to the trees and its enormous keel sticking about 6' down in the sand and a few people standing around marveling. It was a puzzle. The people from the Intercoaster were very nice and assured my friend that they and the insurance company would put the boat back in the water immediately. Estimates (astounding) were gotten and a lot of phoning went on and the crux of the matter was that the insurance company declared the event an "Act of God" which was not covered under their policy. The Intercoaster pulled out and left the salvage problem to our friend. He is, by nature, undaunted by problems though.

He had told me that he thought that it was impossible to stick a motor whaleboat. He declared that he could wash his way all the way through the island from the bayside to the seaside if he could just get a little water to the wheel. So, he backed her in as close to the big sloop as he could get (and still get a little water to the wheel) ran a line to the bitt of the sailboat and started washing. It worked like a charm. The old fifty horse Westerbeke (Perkins 4-107) was made to put out twenty four hours a day for years and years and it went right to work.

After a while, the whaleboat had washed a very deep channel into the beach in the direction of the stranded Starrett, but then the sand that had been washed out began to bank up in front of the boat and he had to re-position and wash it out further into the harbor so he could continue to get a little water to the wheel. What he needed was another whaleboat. Fortunately, we had such a thing (though powered by a forty horse engine... 1957, 4 cyl, 636 Mercedes just like in a Thermo King semi truck refrigeration unit) and it was built for just this sort of duty too.

I took the line from the bow of the Starrett and my friend made up alongside of me head-

ing in the opposite direction. We set a few anchors and I turned the thermostat down to "freeze 50,000 lbs. of chickens" and the little Mercedes tuned up to match the beat of the old Perkins. The situation finally evolved to where all we had to do was to take up and let out on a few lines, check the oil every now and then and wiggle the tiller to direct the wash (which was too powerful to stand up in).

The paired whaleboats ran, wide open, twenty four hours a day for six days... cleaned the carbon off the valves pretty good and polished the bronze of the propellers and rudders pretty good too. It was a boring operation altogether and all I can remember about it was that, finally, the Starrett... dwarfing both whaleboats... slid down off the bank into the hole we had made and we, gradually, washed the channel deep enough to drag it at least a hundred yards all the way out to the mud.

The story ain't over yet. About three years later, you couldn't see a sign of all that carrying on when another hurricane came and, somehow, my Morgan got loose (the mooring lines were cut right at the waterline... my friend and I both have all-chain with a nylon snubber now) and went on the beach all the way over on the mainland where it was looted completely clean of everything but some of the larger parts of the engine and remnants of the mooring line and we had to do it all again.

Can you Canoe?

Let Mac McCarthy show you how to build a *Wee Lassie*, the 11'6" wood-strip double-paddle canoe, featured in his book *Featherweight Boatbuilding*. 96 pages, \$19.95.



Order Toll-Free 1-800-273-7447 or visit our site and click the link for WoodenBoat Books.

WoodenBoat, PO Box 78
Naskeag Road, Brooklin, ME 04616

www.woodenboat.com

SunCat



COM-PAC

14' Picnic Cat
17' Sun Cat
Other models
in stock

FERNALD'S MARINE

On the River Parker
Rt. 1A, Newbury, MA 01951
(978) 465-0312

You know, that goes right back to my original main philosophy. I feel just like a cormorant does about a big boat. Abstract wandering in search of comfort is not the best goal of humanity. The worthy pursuit is a direct jump for joy. Joy like a tiny sailboat way back in the shallows of an inaccessible wilderness, pulled way up into the bushes so nobody can see it and a little primitive camp beneath the cedar trees.

I mean, are we better off with our insurance policies and our web pages and our air conditioners, TVs and recliners and worries about what to do about the cormorants than the primitive people of long ago messing around their little hovels and gardens and smoked fish (and canoes!)... their little wild children playing with the fire (and canoes) and nobody caring one whit about what the hurricane might take away from them or what the cormorants are up to? I think some the complications of modern life are just compensations to take up the slack of not having intestinal parasites. You know, taxes and insurance are a lot like hookworms and tapeworms and an automobile is worse than a wolf in the bushes.

New from Compass Classic Yachts 14' CLASSIC CAT



- Good looks
- Easy handling
- Speed
- Versatility
- Forgiveness
- LOA 14'
- Beam 7'
- Draft 10"

- Seats
- Cockpit room
- Comfort
- Stability
- Low maintenance
- Affordable price
- SA 130 sq. ft.
- Displacement 600#



DEALER INQUIRIES INVITED
Compass Classic Yachts, Inc.
Box 143, South Orleans, MA 02662
Shop 80 Rayber Rd., Orleans, MA
(508) 255-5187, (508) 240-1032

WEE PUNKIN



"Wee Punkin" has traditional good looks, is fun to build from inexpensive materials, and her performance will delight you. Innovative foam core deck and ample flotation make her extra safe and comfortable. She is ideal for children if they can get her away from dad. Truly a breakthrough in small boat design. Hit of the Port Townsend Wooden Boat Festival. No lofting. Plans with full size station patterns and detailed instructions \$36. SASE for more info.

GRAND MESA BOATWORKS

15654 57-1/2 Rd., Collbran, CO 81624-9778

Several years ago a friend and fellow canoe writer first dubbed me "Mississippi Bob". I somehow felt that he meant it in a derogatory way, but I rather liked the new handle and have used it since. With a name like this I felt compelled to spend more time paddling new parts of the river. This year it was to be the headwaters, a part of the river that I had never done.

The Mississippi River's source is Lake Itasca, most know only that it starts somewhere in Minnesota. Very few folks, even people in Minneapolis, know that the river flows five hundred miles before reaching Minneapolis. Years ago, when I was a rookie canoeist, I paddled half that distance on one five day trip. I have been determined since to at least see some of the headwaters.

No, I didn't paddle the entire upper 250 miles. My plan was to start at Lake Itasca and paddle to the town of Bemidji, Minnesota, a 64 mile run, and then check into other spots as I worked my way down the river. Some telephoning a few weeks ahead enabled me to arrange a shuttle with a complete stranger who lived in Bemidji and I was all set up for a trip in mid May. Like all my adventures it started when I kissed my bride goodbye and promised to call home any time I was within cell phone range. I also promised to be careful and try not to do anything really dumb.

My home is a few miles south of Minneapolis and my big adventure started during the morning rush on a workday. All went smoothly for about three blocks before I was stopped at a ramp meter waiting for a chance to get onto the freeway. About a mile down the road I was stopped again in bumper to bumper traffic along with all the folks trying to get into Minneapolis. Every adventure has its problems. About an hour later I was now outbound, things were looking up, northbound at last.

My plan was to go straight to Bemidji and meet of with my contact, but plans change. I saw a sign that said Itasca State Park and after a quick check of the map I decided to go to Itasca first. I bought my state park permit for the year and proceeded to check my put in.

After leaving the park I was driving the county roads toward Bemidji when I met Tony. I saw a car parked off the road next to a river crossing. The Winona canoe on the roof told me that the owner couldn't be all bad so I stopped to talk. He was busy picking up trash near the river but he had time to talk river with me.

I still got to Bemidji in time to meet my driver. Then I joined some folks from the local canoe club on a river cleanup. The leader of this cleanup, of course, was Tony. I met a few other very nice people that evening then went back to Bemidji and spent the night at the home of my driver. In the morning we drove to Itasca Park and I launched my expedition in the lake. I drove my truck back to his home in Bemidji.

The Mighty Mississippi River starts at a pile of rocks that separate the lake and river. This rock dam was probably built during the great depression by the CCC boys. This spot on the river has been a tourist thing as far back as I can remember. This spot looked just like it did in the forties when I first saw it. One quick portage and I was in the river which begins as a tiny stream too small to turn around in. I got about a quarter mile downstream and made another portage for a culvert under one

A Miss-Adventure

By Mississippi Bob

of the park roads. I made one more portage before leaving the park. This was a rather hard one around a strainer.

After leaving the park the river goes under a state highway then off into a marsh. It was still too narrow to turn around in and my heavily loaded solo canoe tested all my skills just getting past all the meanders. At a place called Vekin's Dam the river took on a new face. For the next four miles it dropped quite fast, lots of rocks and a few more strainers that had fallen since last years canoeing season. This section kept me very busy for a while, it wasn't always pretty, but I made it thru.

I am a grazer, every time I stop I eat a little. I planned to stop at a spot called Coffee-pot Landing. I made it in time for a late lunch. I had just settled in for a short siesta when a voice brought me out of my dream world. Tony had found me napping at a spot that he was just about to clean. "I thought I'd find you here," was his wake up call. The Minnesota Canoe Association's Headwaters Canoe Club has adopted this top 80 miles of the river as their river cleanup project. Tony McCuin does it with some help from the rest of the club.

On the river again I was somewhat worried about Stumpage Rapids ahead. I had come through some pretty wild stuff that morning that didn't even rate a name. I paddled on and began looking for a camp sign that marks the beginning of this rapid. I saw a few boulders passing below my boat and figured that I must be approaching the rapids. When I saw a bridge I thought this was really out of place, must have been built since the map was made. I paddled out into a marsh below the bridge quite a ways before I would admit to myself that I had completely missed the Stumpage Rapids.

The day had been bright and sunny, almost hot, until I got out into this marsh. The clouds that I had been watching off to the north suddenly moved in just about the time I got lost. Well, I wasn't really lost, just confused for a while. The river meandered out into this marsh and then the meanders all merged into one lake. I paddled back and forth and found water spilling through the reeds off to the east. The river obviously flowed that way but I found no channel. I was beginning to know how Charlie felt on the *African Queen*.

The day was passing fast and it got cold and looked like rain and I surely didn't want to spend the night in the swamp. I was on the verge of panic when I told myself to calm down. Think this thing out. We still have an hour of daylight and you're not going to sleep in the boat in a rainy swamp. Okay, Bob, think this out.

I jammed my boat into the reeds so I could stand up, and then I saw a bridge across the marsh. It wasn't that far away off to the northeast. I paddled back for a third time along the north side of this lake that had me trapped and I found a small opening that led me to a 20' wide channel. A few minutes later I was at the bridge, no longer lost.

I pulled my boat out and was digging into my pack for some warmer clothes when a four wheeler with two tandem canoes on the roof came roaring down the road and stopped at

the bridge. The occupants jumped out and one of them said, "just the guy we are looking for". My heart skipped a beat, something must have happened at home and these guys had been out looking for me. "We need some info about the river," the other guy said. I told him that I was a poor one to be asking as I had just been lost for the last hour. We compared maps and I was able to help them plan their Boy Scout outing for the next evening.

Back in my boat for another three miles that I wanted to do that day, I arrived at Bear Den Landing well before dark and began to set up camp. Tony was right again. The place was a mess, really trashed, but it was going to do for the night. There was a leanto that I set my tent up in, then I fixed supper. Looking beyond the mess I could see that the campsite was set up pretty well. Water surrounded three sides and I was sharing this bit of the world with a lot of wildlife, mostly waterfowl.

In the morning I got underway and soon was at Fox Trap Camp. One look and I realized that is where I should have spent the night. Further downstream I came to Pine Point Landing, a much larger campsite that had a couple of lean-tos and some outhouses and picnic tables. From a high spot I could look out over the wetland I was about to start into. The map warns about floating bogs that sometimes break loose and block the channel.

I had a little trouble early on in this area, but pushed thru some reeds and found a clear channel across this wetland and soon found myself at the Iron Bridge Campground, another very nice campsite just a short paddle upstream from a busy county road. I made a short stop at the Iron Bridge (made of concrete) and then got underway again into a more civilized part of the river. Iron Bridge was the dividing point between the wild river and the scenic river, I was back into civilization. I passed a couple of homes and started into another small wetland and got lost again. Not really lost but I lost a half-hour trying to make the river go where I wanted it to go.

The river got noticeably more civilized as I approached Bemidji but there is still an area that the locals call Silver Maple Bottoms where the river meanders thru a wooded area past people's backyards. I had no problem finding the channel but there were several trees down in the river that forced more portaging. I passed County Road 11 bridge and continued through the bottoms, and when I could hear traffic on Highway 2 I knew that I was getting really close to Bemidji.

Beyond Highway 2 is a small Lake, Lake Irving, then an underpass and I would arrive at the Bemidji Lake front. As I paddled close to Lake Irving I began to notice some wave action. When I started into the lake I knew that I didn't belong out there that day, it was covered with whitecaps and I could see breakers forming in many spots that had to be shoals.

I had promised my bride that I wouldn't do anything real dumb and got to thinking over the last two days that I was way over my quota. Time to backtrack. I paddled back to the bridge and parked my boat and got out my cell phone. I had my driver's number somewhere but couldn't find it so I would have to hitch-hike. I was busy hiding my boat under the bridge when a young local showed up to check out the sucker run. He was kind enough to give me a lift into town to get my truck. He wouldn't accept anything for to ride, poor guy could have used a few bucks.

After I had all my gear loaded and lashed down well I took my host out to supper. This was a small way of repaying him for all of his help and hospitality. When I said good night I told him that I would tip toe out in the morning as I wanted to get a real early start. We said our good bys that evening.

I got my early start. I stopped long enough to get my thermos filled and to eat an Egg McMuffin, then I was off to Cass Lake just a few miles to the east. Cass Lake is a fairly large shallow lake through which the Mississippi runs. This lake has sandy beaches everywhere and it has become a real vacation spot. The lake's real claim to fame is its largest island, Star Island. This island has it's own lake within it called Lake Windego. My real reason for wanting to get there was because my church, the Unitarian Universalist, has a camp on the island, Camp Unistar. Many of the folks in my fellowship have been there. To them it was almost like a pilgrimage to Mecca. I was on my pilgrimage. Surely Allah would bless this trip to Mecca. I wanted an early start so I could get out to the island and back to the mainland before the afternoon winds began.

Unlike Allah, the Unitarian God tells me you look out for your own safety. She doesn't have enough guardian angels to go around. We are still in mid-May. The ice had gone out quite recently on this northern Minnesota Lake. I didn't want to go for a swim. I had promised my bride that I wouldn't do anything real dumb and I had been pushing my luck.

I found a public water access that was right next to a rest stop on Highway 2 where I parked my truck in clear view of both the highway and the rest stop. I went into the rest stop, got into my wools, and then had a chat with the custodian. I let him know where I was headed and told him that if my truck was still there when he was finishing his shift he should call the Coast Guard. I felt pretty secure that my vehicle was safe, now I only had to worry about me.

I put on my tundra sneakers and headed out at about 9am, paddling north along the west shore of the lake. In the clear water I could see the sandy bottom a few feet down. I stayed close to shore, keeping the bottom in view. I passed many resorts along that shore that all had their docking areas hidden behind 4' stone jetties. This told me something about what the lake could do when the wind started to blow.

This morning Allah was going to be kind, there was just a very gentle north wind. A few miles up the shore I reached a point where I had to make my crossing to the westernmost point on the island, a half mile easy crossing. After crossing, I paddled around the point and I was back into the Mississippi channel. I wanted to see the Great Lake Windego. The portage trail into the lake was in a large bay between the north point and the northeast points of the island.

As I approached the landing two motor boats passed me also headed to the landing, obviously they beat me there. When I got to the landing I met two old geezers (anyone older than me) trying to get the smaller of the boats into Lake Windigo. Everyone wants to reinvent the wheel. These guys had built a rather elaborate dolly with two by fours and bike wheels. They straddled the boat and were trying to hoist the boat up to the crossbar using the ratcheting type boat straps as a hoist I watched and chatted for a few minutes. I hiked

into the lake and back. I never did figure out why they wanted their 16', 500lb boat in that lake, but it was becoming obvious to me that their rig wasn't going to get them there.

I was off again. As I paddled around the northeast point my destination came into view. I spent a short time checking the place out, had a cup of coffee and a snack. It was nearing noon and the afternoon wind would be rising anytime. I knew that I'd best get out of there before Allah turned my canoe into a pumpkin. The gentle north wind was beginning to blow stronger, so I decided to continue around the island so that I would be sheltered by the land. The east and south shores of the island were almost completely built up with summer cabins and some homes. It seems that there are a lot of folks willing to put up with the inconvenience of island life.

My return trip was uneventful. I had a gathering wind pushing me back to my landing. Back at the rest stop I checked in with the custodian and took off my wools. I loaded my gear and had a real lunch while I had a picnic table handy and then headed east on Highway 2 to check out the rest of the area.

On the south side of the lake was a large campground. This campground, Norway Beach Rec. Area is run by the Park Service. The park occupies land that I used to vacation at as a young boy. The camp was a little too civilized for my taste so I continued around the lake. On the northeast shore of the lake was another Rec. Area, also run by the Park Service, called The Knutson Dam Rec. Area. It was perfect and I stayed two days at this place where the Mississippi flows out of Cass Lake.

I used the camp as a base to explore the river between Cass Lake and Lake Winnibigoshish. Winnie, as it is called by the locals is one big lake, five to six times the size of Cass. I drove to a landing on the south shore just to see how big. I had no intention of paddling on it. From Winnie I drove back upstream to an access midway between Cass and Winnie and launched. This was a marshy area with very little current. I paddled upstream for about

a half hour and realized that I could get lost out there. Everything was beginning to look alike. I had been paddling north and west for a half hour so I now paddled south and east. I own a GPS but I didn't bring it on this trip, sure wish I had.

I found my truck and went to check out a more civilized part of the river. I drove west past the town of Cass Lake thinking that I might paddle upstream in some of the smaller lakes just upstream of Cass. There was a Wolf Lake and a Lake Andrusia that I would have paddled in but the afternoon wind had both of these lake really ripped up.

I found a good put in above Wolf Lake a couple miles and launched. This was a really nice section of river. I had to wade upstream in one rapid. Above that I was able to paddle upstream to the dam where we had finished our river cleanup a few days before. The run back was much faster, I saw a few eagles, ran the rapids and arrived back at camp in time for supper.

The next two days I spent driving and stopping at nearly every access that I found. Below Winnie the river really meanders a lot. Much of this area could get very boring so I didn't launch anywhere. At Grand Rapids there were a couple of dams that create very pretty lakes that I would have liked to paddle on but we were having a very windy spring so enjoyed the view from the shore. Below Grand Rapids the river, now somewhat larger, meandered around a lot. I was getting into a part of the river that I had paddled before. Much of this section I had found very boring.

I left the river at the town of Aitkin and made a more direct trip home past Lake Mille Lacs, Minnesota's favorite fishing hole. This lake is often called the Dead Sea by the local fishermen. I stopped and visited my friends at the Bell Canoe Factory and managed to get past Minneapolis before the rush hour got into full swing. Now I have seen the Mississippi headwaters, it was nice, but I will now spend more of my time on the river in southeastern Minnesota or northern Iowa. That's my Mississippi.

COME TAKE A LOOK AT THE FUTURE

CAMPANOE.COM



200 POUNDS
OF SMART, PORTABLE
AND AFFORDABLE
FUN.

TOLL FREE 1.888.865.3688

Give to me and I will give to you,
says the Lord[®]
(Milachi 3:6)

Small sailboats needed for youth sailing program

Cruising Ministries
6110 Florida Ave.
New Port Richey, FL 34653
(727) 849-3766
<graced@gte.net>

By-The-Sea
www.by-the-sea.com



- Boat Dealers
- Boat Builders
- Marinas
- Boats For Sale
- Nautical Books
- Plans and Kits
- Weather Instruments
- Free Classified

Tel 508-240-2533 Fax 508-240-2677 Email: info@by-the-sea.com

(In our August 1 issue we featured the saga of the *Alewife*, the Essex Shipbuilding Museum's project to build a replica 1600s sailing scow for the nearby Saugus Iron Works National Historic Site. Herewith we add the detailed proposal for this whole concept, an explanation of a situation which could occur anywhere today as we grow increasingly aware of preserving our national heritage.)

I. Abstract: Today the very small opening in the Boston Street Bridge over the Saugus River in Saugus, Massachusetts, a dozen miles northeast of Boston on the Atlantic coast limits travel up the Saugus River. A plan to bring a boat to the National Historic Saugus Iron Works site started there with a search for additional impediments. Discrepancies between past and present tidal measurements revealed two forgotten tidal dams that provided an explanation to the navigational and environmental issues reported here.

II. Introduction: In the early 1620s, water from the hills of Lynn, the Saugus River, was put to work. From 1646 to the 1670s the Iron Works used the water. At that time, the river also provided a means to transport materials. Currently this use is not apparent. For the next three centuries tidal dams on the river harnessed its power. In 1953 the Iron Works were restored and in 1969 accepted as a National Historic Site. This insures continued conservation of the site and scenery. Since 1953 the view from the Iron Works has changed, see Figs. 1 & 2. A silted-in stream and a 12' high wall of phragmite are now in the view. Boats are now rarely seen above Boston Street.

III. Findings: Detailed findings and opportunities observed between the Iron Works and the Boston Street Bridge are listed below and shown on the map, Figure 3. In summary the river and natural scenery are poised to make a come-back.

1. The turning basin. In 1957 the Commonwealth of Massachusetts permitted the breaching of the Pranker's Pond Dam just above the then recently dredged and restored Iron Works turning basin. The resultant silt continues to limit use of the basin. In 1975 the Coast Guard determined that the Saugus River is a navigable waterway up to the footbridge at the Iron Works. This establishes fundamental rights to navigate, protecting the opportunity to sail up the river.

2. Sewerage Pipe. A 24" sewerage pipe crosses over the marsh three hundred yards below the Iron Works. This sagging pipe sits hidden on wooden bents in a field of phragmites. Further, toilet paper is now found in the brush along the river after heavy rainstorms. Corrections to this failing system are indicated. The eventual repositioning of the pipe will improve navigability and provide an opportunity to place it so that visitors to the park need not see it.

3. The Hamilton Street Dam and Bridge. In 1928 a town road and bridge were constructed across the marsh and river at Hamilton Street, one half mile down stream from the turning basin, Fig. 4, 5. Later, in 1954, a tidal dam was placed there. Its purpose was to maintain the high-water level appearance of the turning basin. Subsequently, fresh water became trapped above the dam and encouraged the growth of cattails and other species and the replacement of salt marsh by phragmite. Further, the proximity of the dam to the bridge blocks navigation. It now appears that the

The Upper Saugus River, Boston Street To the Iron Works

By Charles Burnham & Robert Cameron
Essex Historical Society
And Shipbuilding Museum

Corps of Engineers may treat the removal of the dam as an exempt activity presenting an opportunity to remove it.

4. Marsh I. The commercial development of the salt marsh along the upriver side of Hamilton Street was, in the view of the Saugus Con-Com, forced on the town by actions of the Department of Environmental Protection (DEP). This action disregarded local knowledge and hence, the development (a parking lot and stores) and phragmite have degraded the appearance of the area. There is opportunity here for a state agency to purchase the remaining phragmites infested marsh and donate it to the National Park System.

5. Marsh II. The down river side of Hamilton Street is the former site of the Saugus DPW. This town owned marsh was used as a dumping ground for many years. Despite some drainage work, supported by the DEP, the area is infested with phragmite that now blocks a once magnificent view of the salt marsh and river. There is opportunity here for some salt marsh restoration and river access.

6. Railroad Trestle. There is a railroad trestle near Rhodes Street; part of the unused Saugus Branch. The natural flow of the river is unimpeded here. However, the close spacing of the support piers restricts navigation (the opening is 10'). A discussion with Mr. Prince (MBTA) indicates that this opening could be doubled without interfering with a planned walkway (Tracks for Trails).

7. Tidal dam. The Consolidated Tidal Electric Company, which was located on the river below the railroad trestle, placed tidal dams in the river in 1923. The wooden obstructions have slowly decayed away allowing saltwater to flow up to the Hamilton Street bridge. The tidal variation there has changed from 2' in 1928 to exceed 8' now. The high tide is higher and the low is lower.

8. The Boston Street Bridge. A single pier, double span bridge at Boston Street was replaced in 1926 by what today amounts to a culvert, Figures 6 & 7. The replacement design was based on flow measurements in a dammed river. This early bridge site was a fording place in the early 1600s and is of great historical importance. One foot from the designated ACEC, the area has been the site of considerable work by the MWRA, MA/Highway and MDC. All this activity seems to have little concern for the environmental, historical, navigational and cultural significance of the area. Here is an opportunity for coordination between state agencies.

IV. Discussion: The 1928 construction drawing of the Hamilton Street Bridge shows water levels that are totally different than present day levels. The explanation for this change was found in the Saugus Library. A 1923 newspaper article pictured a tidal dam

under construction just upriver from Boston Street (a Consolidated Tidal Electric Co. project). Such a dam would eliminate tidal flow and account for the use of the very small aperture seen the 1926 Boston Street Bridge. The tides and water levels have changed because the wooden structures have decayed away. A second dam was found just above the Hamilton Street Bridge. Locally, this dam is known as "the rocks" and has not been thought of as a dam. A search by Iron Works archivists for pre-reconstruction water levels in the turning basin revealed that the First Iron Works Association constructed the dam there in 1954.

The decay of the wooden tidal obstructions has allowed the return of salt water almost to the Iron Works. Only the fieldstone tidal dam remains. Removing it would return the natural flow of salt water to the Iron Works National Historic Site. The return of tidal flow will be beneficial, starting a positive environmental succession, inhibiting eutrophication and promoting the restoration of salt marsh.

The increased tide has initiated planning of new bridges by MA/Highway. The Coast Guard's navigability determination should influence the design of all replacement structures over the river. In particular, the utilities, which are now placed under bridges and the 24" sewerage pipe, should be moved. With increased flow, silt in the turning basin may shift to more favorable locations.

Many of our State agencies are working to coordinate programs within their departments. There is a need to extend this approach to cooperate and coordinate with other departments. For example, our environmental and navigational laws do not apply to MA/Highway (MGL CH235 S59). Joint sponsorship, MA/Highway and DEM, of a design contest among MA Engineering Schools for new bridge designs in Saugus might help build a needed spirit of cooperation between these two departments.

V. Conclusions: In Saugus, natural river ecology and representative scenery can be restored. A navigational link can be re-established between the Iron Works and other historic maritime sites. Boats can be used to illustrate the river's earlier role in transportation, Figure 8. This can promote protection of the upper Saugus River and establish a focal point for water and youth-related activities.

VI. Acknowledgments: This work was done with the considerable help from interested residents of Saugus and Lynn, Saugus town officials, and DPW, Saugus Public Library, Saugus River Watershed Council, Superintendent and Staff of the SIW, MA/Highway, MBTA, DFELE-Riverways Program, U.S. Coast Guard, Corps of Engineers, and the Essex Ship Building Museum

A measure of local interest was indicated on May 27, 2001 by the response to the sail of the Essex Shipbuilding Museum's replica 1790s Chebacco Boat, *Lewis H. Story*, up the Saugus River to Boston Street. Onboard were dignitaries including the Town of Saugus Town Manager, Chairman of the Saugus Selectmen, Chairman and members of the Saugus River Council and Saugus River Committee, The Superintendent of the Saugus Iron Works NHS, the Vice Commodore of the Lynn Yacht Club who acted as our pilot, a *Lynn Item* reporter, and representatives from the Essex Historical Society and Shipbuilding Museum. Rain did not dampen the enthusiasm nor deter the crowd that gathered to greet this visit.



Fig. 1. The Iron works in 1953. Shown are the recently (at that time)dredged turning basin, and the restored dock. The navigable river ends at the footbridge on the right.



Fig. 2. The Iron Works in 2000. The turning basin has silted in, filled with cattails, and the salt marsh has been replaced with phragmites. Hamilton Street is seen in the distance.

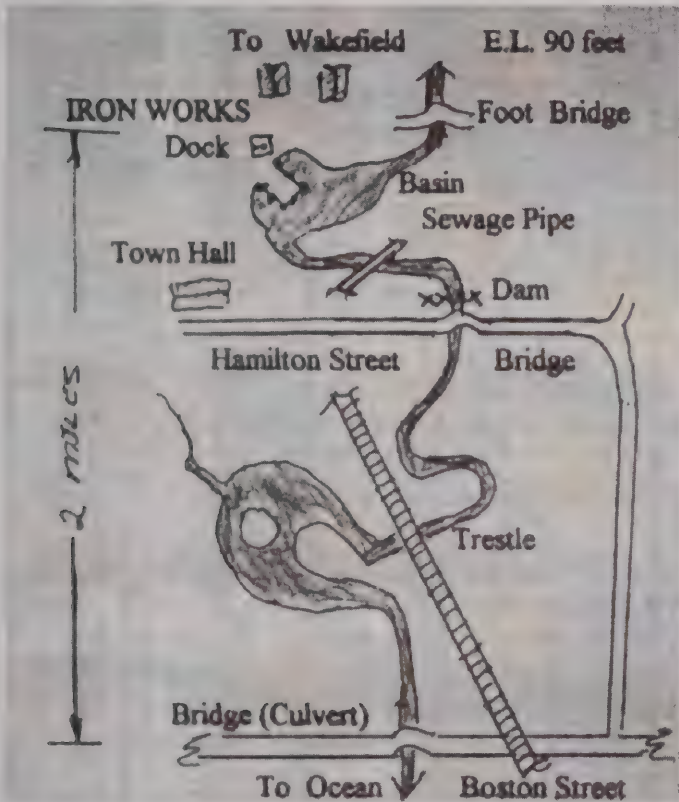


Figure 3. Map of the Saugus River, Iron Works to Boston Street.

Figure 5. The bridge and dam at Hamilton Street. The dam traps fresh water above it. Navigation is blocked beyond the dam.

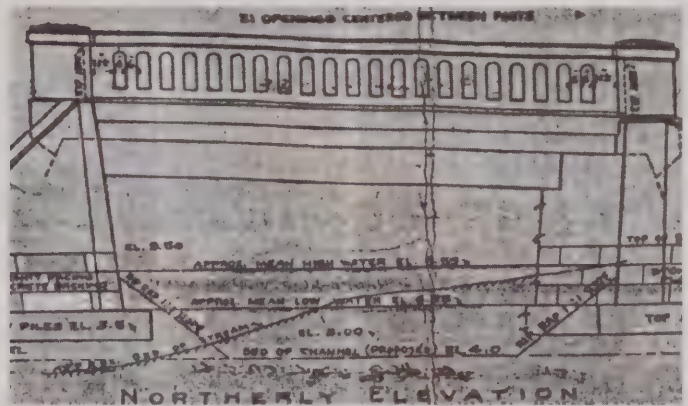


Figure 4. A 1928 construction drawing for the Hamilton Street bridge revealing the earlier (pre-1928) deep channel and limited tide, 2'. The clearance is now reduced by utilities under the bridge and higher high tides.

Figure 6. A sketch of Boston Street bridge (1896) showing a single pier double span construction. In 1923 the Consolidated Tidal Electric Co. was located just above the bridge.



Fame o' the Yard

BY RM "Chinatown Mike" Scagliotti
episode one: GAWKIN' IN

Folks've always been gawkin' in on Blarold Burnham's boatyard.



Some days he gives such visitors as much attention as he gives his boats.

So whatcha workin' on here?

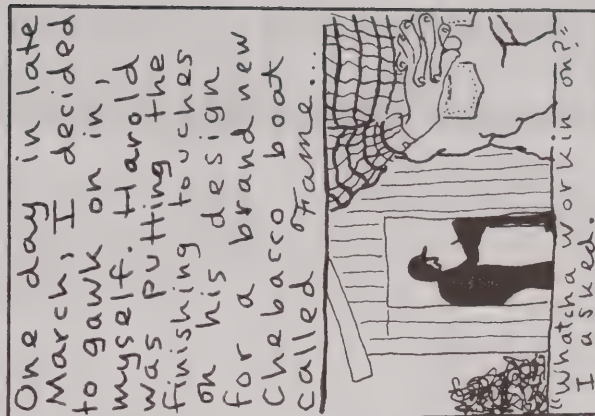
Ahhh, anuthah dahn boat! We don't like havin' boats around this yard—we like getting boats out of this yard!

Har Har gasp sputter har har



Fact of the matter is: if you catch the guy when he's got a headful of steam, no matter who you are, he's more than happy to explain what he's working on.



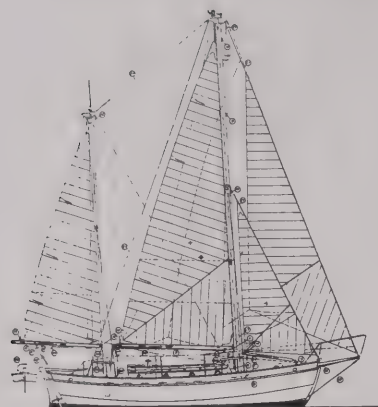


stay tuned to upcoming episodes! MORE GOOD STUFF TO COME:
~ a concise history of the Chebacco Boat ~ Burnham the Elder enters the
hoopla ~ the cadet gets a date ~ lumber truck lunacy ~ piracy ~ AND MORE!

WESTON FARMER ASSOCIATES

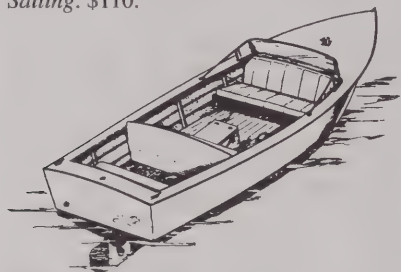


Boat Plans Available From Weston Farmer Associates



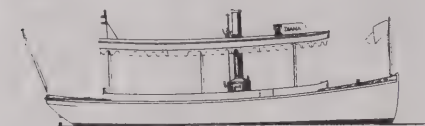
Tahitiana:

32' sailboat, steel. Redesign of Jack Hanna's famous Tahiti. Ketch or cutter rigged. 31' 6" LOA, Beam 10' 2", Draft 4' 4". Displacement 14,000- 18,000lbs. Includes arrangements, lines, table of offsets, rigging sections, ketch and cutter sail plans, outboard and inboard profiles, etc. 7 sheets, booklet, *Steel Yacht Newsletter* reprint, and original article reprint that appeared in *Motor Boating and Sailing*. \$110.



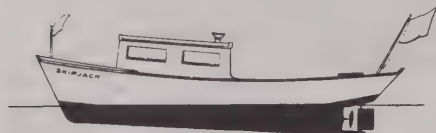
Tintillee

18' utility style inboard launch, steel. Includes lines, arrangements, outboard profile, construction drawings, table of offsets, scantlings, etc. 6 sheets and article reprint. \$65.



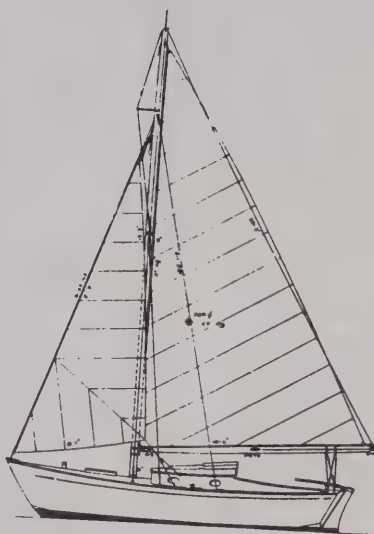
Diana

25' classic fantail steam launch, wood. Includes outboard profile, arrangements, lines, table of offsets, framing plans, scantlings, etc. 3 sheets. \$65.



Poor Richard

21' skipjack hull, wood. Various configurations shown in the plans are cruising launch, sailboat, open launch, gill net fisherman, etc. Includes lines, table of offsets, construction plans, arrangements, scantlings, etc. 3 sheets and article reprint. \$65.



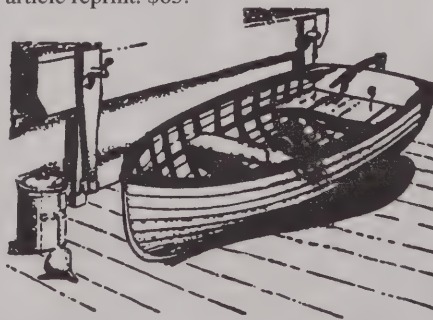
Cherub

23' sailboat, steel. Redesign of Sam Rabl's popular little sloop Picaroon. Sloop rigged for easy handling. 23' 3-1/2" LOA, 19' 4-1/4" LWL, Beam 8' 5-1/2", Draft 3' 8". Displacement 5,000 lbs.. Plans include 4 sheets and suggested bill of materials. Includes construction and arrangement drawings, lines, table of offsets, sail plan, outboard and inboard profiles, etc. \$100.



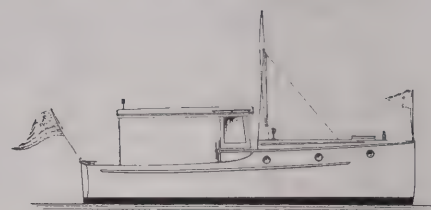
Kingfisher

17' utility launch, inboard or outboard. Includes 2 profiles, arrangements, lines, table of offsets, construction plans. 3 sheets plus article reprint. \$65.



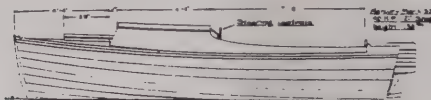
Irreducible

10' inboard launch, and is just what the name implies. Includes lines, construction plan, table of offsets, article reprint. One sheet. \$20.



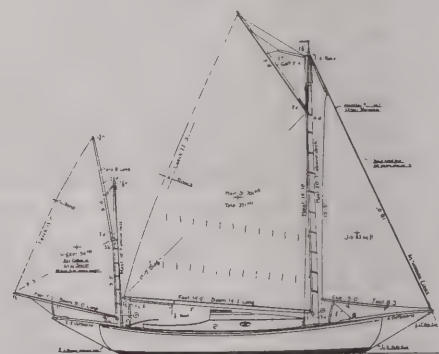
Elco 26

Original 26' classic cruiser, wood. Original Elco design, redrawn by designer Tom Beard. 25' 11" LOA, Beam 8' 6", Draft 2' 3". Includes arrangements, lines, table of offsets, construction drawings, profiles, etc. Plans include article reprint from *Elco Boating*, published month to month by the Elco Works, Bayonne, N.J., 1929, and complete list of specifications. 5 sheets. \$65.



Trumpet

18' rough water clinker-built runabout, wood. This is a modified v-bottom outboard powered pocket cruiser, with cuddy cabin and bunks forward. 6' 6" beam. Includes 1958 original article run in *Sports Afield's Boatbuilding Annual*, lines, table of offsets, construction plans, inboard and outboard profiles, and other details. \$65.



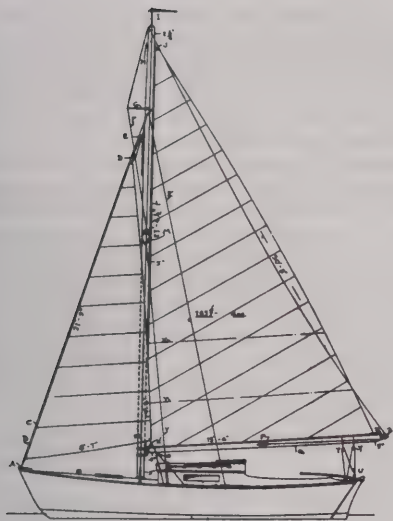
Jenny Wren

21' sailboat, canoe stern yawl, wood. Designed originally by C.G. Davis, 1905, scaled and redrawn by E. Weston Farmer, 1976. Includes construction plans, lines, table of offsets, outboard profile, sail plan, rigging section, etc. 3 sheets. \$50.



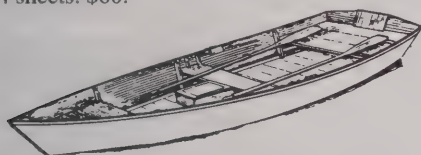
Assassin

16' double ended launch, wood. Includes lines, table of offsets, scantlings, arrangements. One sheet plus article reprint. \$20.



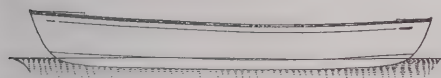
Galatea

23' sailboat, fixed keel, wood. 23' LOA, 8'3" beam, 3'10" draft. Includes sail plan, lines, construction drawings, table of offsets, arrangements, inboard profile, rigging section. 4 sheets. \$60.



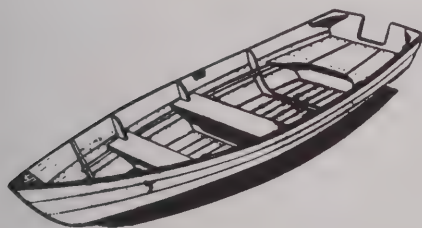
Shore Bird

14' flat-bottom outboard skiff, wood. Here's a little "Grain Belt Yacht", in the words of the designer, for those lazy fishing days with a beer, out for sunnies or perch. As easy to build as baiting a hook, she features a built-in live bait well. Includes construction drawings, outboard profile, plan of bottom, etc., and article reprint. 3 sheets. \$35.



Rob Roy

15' combination canoe and kayak. "She's a combination boat with two sheer heights. You'll use her as a one or two man canoe, a one man rowboat, or even as a large kayak," says the designer. "You launch and get into her just as you have built her, like a porcupine makes love: Carefully." Includes article reprint, construction drawings, profiles, offsets. 3 sheets, plus article reprint. \$35.



Badger

Outboard modified dory, wood. 15' 1" LOA, 4'3" beam. 275lbs. Plans include original article from *Sports Afield's Boatbuilding Annual*, lines, offsets, profile, construction drawings, and suggested bill of materials. \$50.



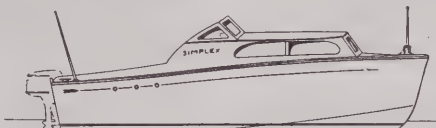
Piute

25' sensible deep sea runabout, wood. Go where far shores call, go when you want to go regardless of rough water in this fine family boat. Includes lines, offsets, profiles, construction drawings, etc. 4 sheets plus article reprint. \$50.



Robinson Crusoe

26' cruiser, clinker built, wood. Includes outboard profile, lines, offsets, scantlings, arrangements, construction plans. 4 sheets plus article reprint. \$60.



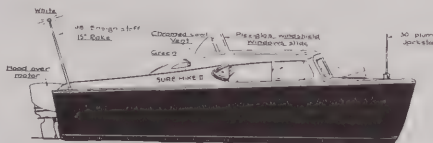
Simplex

18" military type outboard cruiser, wood. Beam 7'6". Two bunks forward. Includes lines, offsets, construction drawings, etc. 4 sheets plus article reprint. \$50.



Sun Dance

A sporty little 17-1/2' outboard cruiser with a beam of 6'. Designed for 25-30hp outboard motor. Hull is wood, mahogany carvel planking. Designer calls her a "cruise-mite". With this unique arrangement plan, sleeping is done under the sprayhood canopy, leaving the fore cabin for dry duffel, a practical setup. Plans include lines, offsets, construction drawings, arrangement plan, outboard profile, article reprint, etc. 3 sheets. \$60.



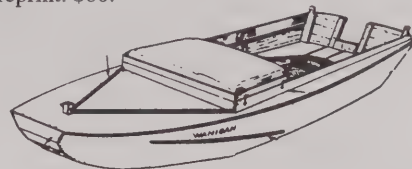
Suremike II

A military style outboard cruiser, 21' LOA with a beam of 8'. Designed for approximately 50hp outboard motor, with speeds to 22 knots. Designed for easy building, Roomy bunks, a galley and head make for big boat comfort on extended blue water cruises. Can be inboard powered with Gray Model 620, 60hp Universal Unimite, 60hp Chris Craft B, or equivalent. Topside strakes are of marine grade plywood, bottom is seam-batten planked. Includes lines, offsets, construction drawings, profile drawing, arrangement, article reprint, etc. 3 sheets. \$60.



Sun Dog

30' cruiser, wood. Lines of 30' Elco, but a few inches shorter. 9' beam, draft 2'2". Includes outboard profile, arrangements, lines, offsets, construction plans. 4 sheets and article reprint. \$60.



Wanigan

15' scow-type garvey utility shoal draft outboard, wood. Includes original article from *Sports Afield's Boatbuilding Annual*, 1958, lines, offsets, construction drawings, other details. Beam 5'. Great little utility work boat and camper. \$50.

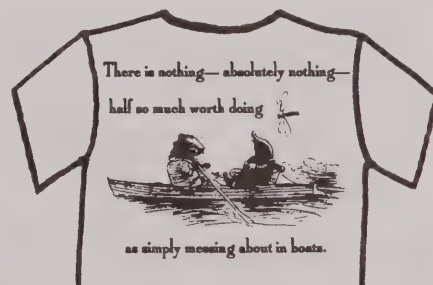


Whistler

A little 15'9" runabout, light enough to go on a trailer with ease. Beam is 5'6", draft is 15-1/2" under the propeller tip. Simple-to-build strip construction makes her fast and inexpensive. Speeds to 22 knots with the Brennan Imp or equivalent for power. Includes lines, offsets, construction drawings, article reprint, etc. 4 sheets. \$60.

(All prices listed are postpaid 1st class for domestic 50 states. For foreign air mail, add \$10).

Weston Farmer Associates, 189870 Azure Rd., Wayzata, MN 55391-3121, (952) 473-2360.



Simply Messing About In Boats

Nautical Apparel & Accessories

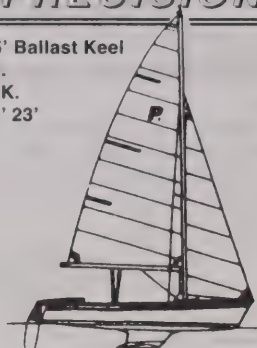
from
The Wind in the Willows

The Design Works

toll free 877-637-7464
www.messingabout.com

PRECISION

New 15' Ballast Keel
15' C.B.
16"-18" B.K.
18' - 21' 23'

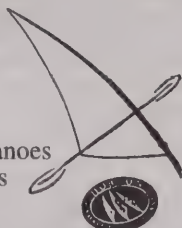


FERNALD'S MARINE

Rt. 1A, Newbury, MA 01951
(978) 465-0312

SOLID COMFORT BOATS

Sailing Cruising Canoes
Sea Touring Kayaks
Anglers Sampans



HUGH HORTON SMALL BOATS

29474 Old North River Rd.
Mt. Clemens, MI 48045
(810) 468-6456
<huhorton@tir.com>

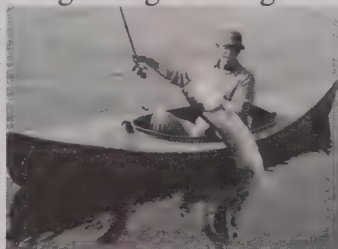
My Wooden Boat!...On-Line
Forum...Calendar of events...
School Courses...Books...
Boat Plans...and more!



www.woodenboat.com

ANNOUNCEMENT BART HAUTHAWAY BOATS ARE BACK

Lightweight Fiberglass



28lb Rob Roy
Double Paddle Canoe

Contact

CAL-TEK KAYAKS

P.O. Box 202

Kingston, MA 02364

(781) 585-5666

www.erols.com/cal-tekengineering

My Ranger-20

By Jack Hornuig

(In the September 1 issue Jack told of his cruising on the Snake and Columbia rivers in Washington on his 20' Ranger sloop. Here with the details of this craft)

Ranger-20 is unique in concept and execution. Unlike many boats that are small enough for easy trailering and garage storage, she is roomy with the cockpit as large as one would expect in a 35-footer. Such proportions are found below as well, avoiding the approach to interiors so common to her size. Such miniaturized accommodations, result something more like a rigid sleeping bag intended for multiple occupancy and suitable only for miniature occupants.

Instead, Ranger has a convertible cuddy, opening the entire boat for day sailing. A fold-

ing dodger turns the cuddy into a cozy cabin with full headroom. The circular table and settee make into a queen size double berth. With a cockpit cover as well, the entire boat become spacious quarters for four. On the trailer she can double as a camper.

Ranger is the safest boat possible. With her generous proportions and ballasted keel she is very stable, regardless of whether the centerboard is up or down. Typical of her design ancestry, she has excellent directional and handling qualities and great structural integrity. Most importantly, she has positive integral buoyancy well in excess of her design displacement (which includes allowance for crew, effects, stores and an outboard). The buoyancy is so placed that, with reasonable loading, a Ranger 20 will remain afloat in a stable, upright position, capable of being pumped out if flooded.

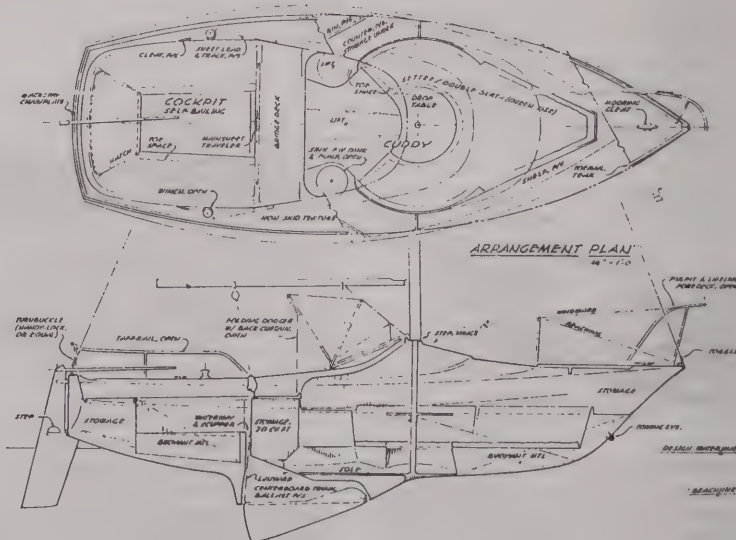
Ranger 20 will float in water only up to your knees. She may be a daysailer, racer, cruiser, boat-shaped camper, lifeboat and dinghy, all rolled into one.

Designed by: Raymond H. Richards
Naval Architect, Marine Engineer



Specifications:
Length Overall 20'-0"
Beam 7'-10"
Draft, Board Up 21"
Board Down 3'-1"
Weight 1550 lbs.
Ballast, Lead 550 lbs.

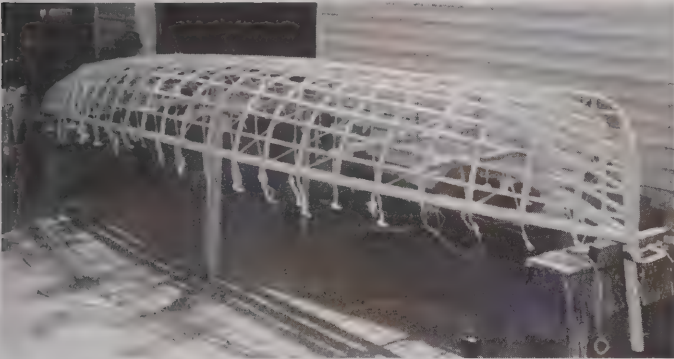
Materials:
Hull, Deck, Centerboard, Rudder & Interior — Fiberglass Laminates
Mast & Boom — Aluminum
Shrouds & Stays — Stainless Steel
Hardware — Aluminum & Stainless Steel
Trim — Burma Teak
Sails — Dacron



My Ultralight Experience

By John Hadden

The photo of one of Platt Monfort's Classic 14 ultralight geodesic Whitehall designs on page 12 in the June 15 issue prompts me to send you this photo collection of my own Classic 14 project just launched this summer. The photos afloat include some of my boatbuilder son Alex and his son Willy sailing her first time out in Georgetown, Maine, and one of Gramp enjoying a pull on the oars with Willy.





PHIL BOLGER & FRIENDS, INC.
BOAT DESIGNERS, PO BOX 1209
FAX 978-282-1349
GLOUCESTER, MA 01930, USA

Bolger on Design



After nary a whisp of air, a mild breeze had set in as we got a feel for her. Mike reports that, apart from himself, quite a few of his guests aboard seem to gravitate towards riding the flower boxes, particularly if you get to lean against the mizzen mast.

Brown vegetation, white frost, blue sky, a green, yellow, and white boat, and Mike Stockstill and Phil Bolger ready for some frost-biting right after Christmas 2001. Despite some knots frozen hard and the deck and housetop slippery, her neat Interstate mode allowed rapid erecting of masts and setting of sails and that 8hp outboard started right up as well.



Upgraded Martha Jane

Design #519

Back in the June 2000 *MAIB* we wrote about the revised Martha Jane design made in response to the revelation that her reserve stability was not as good as it should have been. We went into the reasons for the problem in that article and, unlike during her design in 1986, this time we had computer capability to be sure of our solution. Briefly, the basic problem was that she had a low watertight after deck which tended to roll her further once she heeled beyond a certain critical altitude of about 65 degrees, and she did not have enough buoyancy high up to counteract the effect early enough.

The first step was to add some buoyancy higher up aft. This took the form of "flowerbox" sponsons overhanging the sides from the stem forward to the maximum beam point. This had no drawbacks and actually added some useful deck space at the stem. But calculation showed that the improvement in stability could be better yet. The critical angle was now 75 degrees. A more important improvement was that if her spars were properly watertight she could no longer go bottom up, but obviously something more drastic was needed if the boats were to sail in squally weather without tension.

So we designed a much higher raised deck, windowed for all around view, including through it from the cockpit. The new house extended aft from the cabin bulkhead to give some shade or shelter at the forward end of the cockpit. Of course, it made a tremendous improvement in the cabin (originally a minimal cuddy) both as to actual volume and in sudden light and view; no more subterranean effect, glance around and enjoy the view in any weather. The buoyancy of this high watertight house produced a stability curve in the black, up to 150 degrees; i.e., ocean standard. For good measure, we showed the effect of adding a 500-lb. steel grounding shoe to the designed water ballast. This put the range of stability up to 160 degrees and incidentally gives a very easy mind if she came down odd on the steep banks of an unfamiliar tidal creek. While we were at it, we upgraded the leeboard geometry to use single-axis-of-freedom unballasted boards. The 1986 leeboards were of the super simple type hung on rope loops. They're cheap and effective (we lived with the arrangement for 11 years in Pointer), but they have an irritating tendency to kite out at times and they can't be as precisely adjusted as the newer type which has both up and down hauls!

No change was made in the rig.

On December 27, 2002, Mike Stockstill arrived after a long day's run from Raleigh, North Carolina, with the first upgraded Martha Jane, *Rambunctious*. He had done a fast and true execution of the new plans (especially good for us to see as we're designing him a much bigger boat). He had only had a couple of quick trial sails before heading north, on one of which flooding the water ballast tanks had been overlooked. He had opted not to add the ballast grounding shoe to save time and trailer weight, and *Rambunctious* fell on her side almost as soon as the sails filled. The new house and sponson floated her high on her side, green water over the windows, and even without any ballast she righted herself after he shifted his body. A reassuring, though unintended, test of the calculations.

It turned out to be as nice a day as we could possibly expect two days after Christmas. The tide cooperated. We sailed around in Jones Creek, out into the Annisquam River to Ipswich Bay for a photo and video session. There were a few glitches of the kind natural to what was to all intents a new boat, but nothing worth describing. It was cold enough for the cockpit shelter to be welcome some of the time, and it was nice to sit in the cabin with the water racing by just below the windows in complete shelter from the winter wind. This is a four-season daysailer and can be a three-season cruiser with some detailing towards eliminating condensation problems, not hard though in principle.

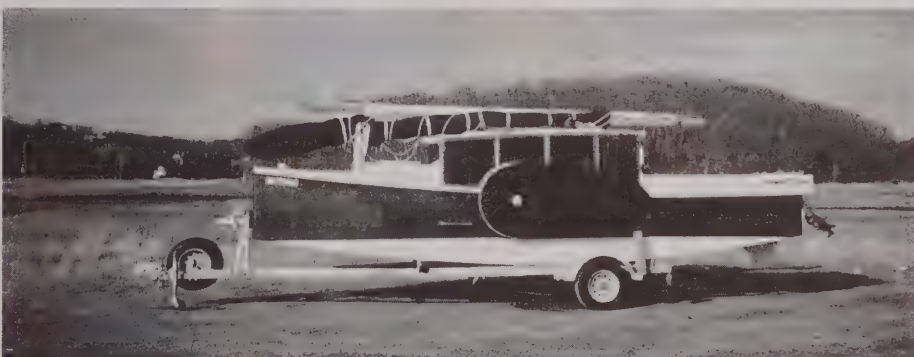
Nothing in the new plans seemed to need changing. The boat behaved like other Martha Janes. We enjoyed the sail so much that we almost did not make it back to our landing as the tide went down, but with the rudder up and the motor wide open we skidded her over the mud in about 6' of water to get her alongside the float. Another 10 minutes, or another inch of draft, and we would have had to wade through the mud, not such a hardship at that. Mike soon had to head back to Raleigh, and promptly ran into the southern snowstorm that cut off his power and collapsed his boat shelter. So much for New England winter!

The Christmas wreath on Annisquam Light and a sailboat in a breeze typically don't go together in these parts. But with her house for safety under sail and comfort in cold winds, this exercise seemed like something worth repeating every year as the Annual Christmas Sail. Only the tide running out from our dry-out berth kept us from enjoying her longer that day.

Stockstill's Martha Jane was built as designed as a serious demonstration of his motivation to build a much larger liveaboard cruiser. He paid particular attention to such trailer sailor important details as reliably neat rigging and sail covers for rapid unfolding and folding of her rig after a high speed Interstate dash, better water ballast plumbing than our proposal, well-executed leeboard mechanics, clean glass installation and, as good practice for the big liveaboard's challenge, a first-class electrical panel. We are working on a 38-footer for him and he is eager to begun construction now.



Perhaps inconceivable for some, looking through two layers of glass is quite acceptable, with quick standing up always an option, and the protected nook under her roof overhang and inside her glass area would serve well sailing through chop and spray or just lower temperatures yet.



I started using epoxy in the middle sixties and most of the boats I have built since then have been sealed to the point that they are completely encapsulated with solventless two-part epoxy. I do a careful job and follow the manufacturer's instructions and have had no trouble with any of those boats.

You hear a lot of noise among expert skeptics about epoxified boats... things like how a tiny skinned place will admit water which can't dry out and will rot out the whole boat inside the skin of epoxy, sort of like what used to happen with polyester fiberglassed boats, but it just doesn't do that. I guess when it gets the chance the water just dries out the same way it went in. A skinned or cracked place will get a little dark looking under the varnish where the water soaked in but, when you scrape the epoxy off to repair the place, the wood will be just as sound as ever and just as dry as any other part of the boat.

The proof of this is our old lap-strake skiff. It has seen some rough service. I have put a new coat of varnish on it only once and need to re-do the whole inside of the boat. The original epoxy paint on the outside, though yellowed, mildewed looking, and chalky is still completely intact but the two-part varnish job on the inside is pretty well shot. It is still protecting most of the epoxy coating of the hull of the boat but most all the corners of the laps of the planking are worn through clear to the wood and the seats and rails are weathering nicely, as one examiner said. Oddly enough,

Epoxy Deterioration On the New Old Skiff

By Robb White

the transom still looks as good as new. Of course, it is a vertical surface, but I lay it mostly to the sea breeze, land breeze situation of my anchorage which holds the transom in the shade most of the time.

I haven't had time to do the thing right, but some of the worn places were on fiberglassed planks and I had to do something there. On this boat, the outside of all the planks were fiberglassed with epoxy before they were glued permanently to the boat but only the two garboards and the first two broad strakes (which make up the whole bottom of the boat) were fiberglassed on the inside. Things like anchors, gas tanks, household junk (like a stove and utility pole with a meter base) and various salvaged flotsam and lumber have skinned up the inside pretty good.

One of the worst damaged places is where I forgot to tie down a damned polyethylene gas tank, and it hopped off the floorboards and got up alongside the planking and vibrated and scrubbed for about two hundred miles while the boat was jiggling and wiggling around on the trailer. It et a place all the way through the fiberglass and epoxy to the bare wood in about

a tennis shoe sized patch. I think what happened was that the initial abrasion of the polyethylene cut into the fiberglass and that horrible stuff added to the abrasive effect of the gas tank. Anyway, I just swept the place with the heat gun and slapped some epoxy on there and, when it got hard, scraped and slapped on another coat and went to the coast. I have fixed a lot of plank lap skint places that same way and they have been holding up fine. I know it is a temporary fix and some of the early repairs are already beginning to haze up from sun damage. I know I should have mixed up some of the original two-part varnish and fixed the damned thing right but that stuff has a limited shelf life and I always spray a new boat until it is all gone so I just don't have any of it lying around.

I guess I could have hit it a shot with regular old aerosol can single-part polyurethane like most of my customers do, but I didn't. At least I can tell where I need to scrape to get down to something good and, as soon as I get through fooling around down here, I will do that. I'll do a good job of it, too. I just love the good old boat.

There she is, right now, swinging to her anchors before my very eyes as I write this. I am going to re-do the epoxy, varnish and paint and sell the wretched fifteen horse Evinrude and buy me a new Honda eight... Yep. That inboard, diesel Rescue Minor is a fine thing, for real, but a man needs a little, light outboard skiff for various reasons... true love for one.

Sea Pearl 21

The answer to safe and comfortable family fun in an easily trailered sailboat. She is a deluxe camp cruiser with a comfortable style cabin or roomy daysailer with privacy features. She is quick and easy to rig and launch.

- **Unstrayed Car-Ketch Rig**
For Convenience, Safety & Performance

- **Balls & Tanks**
Onboard increased Performance, Comfort & Safety

- **Tested, Proven Leboards**
Just Right Up On the Beach

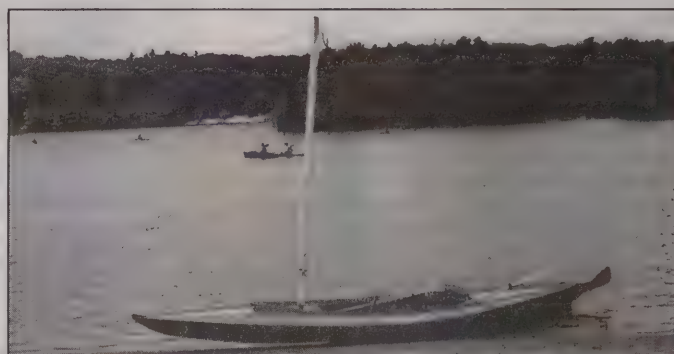

- **Convertible Cabin**
Transforms In 2 Minutes Into A Great Overnighter

- **Unique Trailering**
Allows for Complete Set Up In 10 Minutes

For Literature or to Receive "The Not Quite Professional Video" on the Sea Pearl 21
CALL TOLL FREE:
1 (800) 881-1525

Marine Concepts
MANUFACTURING AND SALES

243 Anclote Road • Tarpon Springs, FL 34689 • www.marine-concepts.com

The Caillou
A BETTER SMALL BOAT.™

877 CAILLOU
www.sail-or-paddle.com

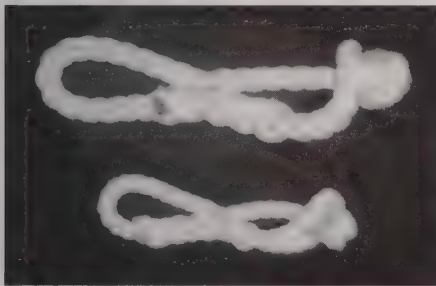
A Knife Lanyard

How do you rig your knife lanyard? Most ocean racers and cruisers hack off a piece of cord, tie one end to the becket of the knife and a loop in the other end. Simple to make, but to put it on you have to put it round your waist, put the knife through the loop, and then make a hitch, and then put the knife away. Easy enough on shore, but when you're getting booted and suited to go on watch, or if you're stripping off on the way to a waiting bunk, and the ship is playing hopscotch with the porpoises, even this simple chore can be a pain in the neck, to say nothing about the struggles in the head!

However there is a better way, in fact there are probably a number of better ways, but one has proved itself to me to be convenient, fast and foolproof. The secret is putting the loop in the middle of the lanyard instead of the end! Put the knife in your pocket, or sheath, pass the end round your waist, and half hitch it to the loop. This, in effect, makes, a sheet bend, or weaver's knot.

The loop can be made by tying an overhand knot in the bight, or by siezing an eye with some twine. If you want to really show off, you can use three strand nylon cord, and put single and double Matthew Walker knots, and Diamond knots or other fancy ones at intervals along the lanyard, and for the loop, use a "double sticking".

One trick that can save time and trouble when you're hanging onto the ship with one hand, is to open your knife one-handed. Your lanyard should be just a few inches shorter than your reach, so you can grasp the back of the blade and open the knife against the pull of the lanyard. Most sailing knives are made so that this is possible. This maneuver is simple and soon becomes second nature, so you find yourself opening your knife this way all the time.



A Dutch Rope Shackle

There is no perfect way to make your jib sheets fast to the clew. Bowlines, sister hooks, and shackles all have their drawbacks! Bowlines are simple, but they won't allow really tight sheeting, and if you ever have to change headsails it is hard to keep track of the loose ends to make sure they don't go over the side or round a lifeline or stanchion. Metal connectors are usually compact, but they can be hard on your paint and brightwork when tacking, and an alloy or carbon mast can take a real beating from them! Shackle-type fittings are slow to shift, and any that have loose pins are a dead loss.

Some Simple Rope Work

By Bill Gamblin

One alternative that is seldom seen is the rope shackle. It is easy and quick to shift from one jib to another, soft and non-denting, has no loose bits, and is fairly compact. I first sailed with a rope shackle in a Dutch built boat which had been rigged by the local fishing fleet rigger, and which spent its first years racing in EAORA and RORC events. The rope shackle seems to be almost unknown, since I've been unable to find any reference to it in Graumont & Hensel or Ashley's books on ropework and marlinespike seamanship, although Ashley shows a rope halter and a becket (for hanging things in the rigging) that use similar locking devices. In the last forty years I have fitted ocean racers and other boats with rope shackles, with no failures!

The Dutch version of the rope shackle was made of two pieces of line, but the one piece is easier and neater and takes less line, so it is the one shown, slightly modified by taking a 2 piece shackle, and making it out of one. It has certainly been well tried out, at least 3 English ocean racers and 5 American boats of the 60s and 70s have used it, to say nothing of the years of its use in the fishing fleets of Holland.

The rope should be three strand dacron or polyester, not nylon, because of the reduced stretch. Diameter of the line depends on the inside diameter of the clew cringle, a doubled eye should just pass through the cringle. The construction is shown in the illustration; an eye splice, a manrope* knot, and a seizing. When applying the seizing fit the shackle to the clew and then put the seizing on. Leave a

bit of space to allow the eye to clear the manrope knot when undoing the shackle. The sheets can be attached any way you wish, a one-piece sheet can use a clove hitch, normal two-piece sheets an anchor bend, or any of your favorite knots.


*Manrope Knot: Originally called "Top-sail Sheet Knot" or a "Kop Knot". They were tied in manropes which led to either side of the gangway. If you have any trouble, tie a wall knot, crown it, and follow the ends around a second time. Then tighten it as much as you can before cutting the strands off and melting them with a match if you haven't one of those electric gadgets!



A Snorter

There are many designs of spotter around, one that I have used is the simplest. It was suggested by a sailmaker who started in square rigged ships, when at their peak, and then came home and became a sailmaker like his father. I was without a dinghy, so he told me to use a 10' foot tender of his, and fit it with a sail. He sketched a sail plan. I made the sail, cut two small trees for a mast and sprit, used about four yards of 9-thread manilla (for snorter and sheet), and I was sailing.

The snorter was a piece of 9 thread manilla with an eye spliced in each end! The end that goes round the mast grips it tightly, and if you need to adjust it, you can slip it up or down! The other eye takes the end of the sprit! As I said, it's the simplest that I know!



KAYAKS
Boréal Design
Wilderness Systems - Old Town
CANOEES
Ranger - Old Town - Radisson
Hundreds on Display
FERNALD'S
On the River Parker
Rt. 1A, Newbury, MA 01951
(978) 465-0312

FEATHERCRAFT
FOLDING KAYAKS GALORE
"For The Few Who Expect More"
We Specialize in Folding Kayaks Exclusively
KLEPPER • FEATHERCRAFT
FOLBOT • NAUTIRAID • POUCH
All in stock • We ship • Why wait?
Best Selection in the Whole USA
Save \$\$\$ when you buy from W.F.K.C.
Toll Free (888) 692-8092
Western Folding Kayak Center 6155 Mt. Aukum Rd.
Somerset, CA 95684-0130
www.westernfoldingkayak.com
We buy used Klepper folding kayaks

WESTON FARMER
BUILDING PLANS & ARTICLE REPRINTS


BUILD A WESTON FARMER CLASSIC DESIGN. 15 plans available for the amateur boatbuilder from 10' launch IRREDUCIBLE to famous 32' blue-water ketch TAHITIANA. Send \$2 for catalog defining specs, plans, contents, prices, etc.

READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include line drawings, offsets, etc. that you can use. Send \$2 for catalog listing.

WESTON FARMER ASSOCIATES
18970 AZURE ROAD, WYZATA, MN 55391 (612) 473-2360

AREY'S POND
 Cape Cod's
 Sailing Headquarters
 & Wooden Boat Center
 Established 1951

**Proud Builders of
 Arey's Pond Catboats**



14' "CAT"
 12' Kitten - 16' Lynx
 20' Cruising Cat

Traditional elegance with a fiberglass hull, teak trim & floorboards, all fittings solid bronze sitka spruce spars

Box 222, 43 Arey's Ln. (Off Rt. 28)
 So. Orleans, MA 02662
(508) 255-0994
<http://www.by-the-sea.com/areyspondboatyard>
 E-mail: catboat@cape.com

Builders & Restorers

**SOUTH COVE
 BOAT SHOP**



**TRADITIONAL WOODEN
 BOATBUILDING
 REPAIRS & RESTORATIONS**

ROB BARKER
 615 Moyers Ln., Easton, PA 18042
 Phone / Fax (610) 253-9210

Pert Lowell, Co., Inc.

**Custom
 Small
 Boats**



Builders of the famous Town Class sloop in wood or fiberglass as well as other custom traditional wooden boats since 1934.

Mast Hoops

Mast Hoop Fasteners - Sail Hanks - Parrel Beads - Wood Cleats - Wood Shell Blocks - Deadeyes - Bullseyes - Custom Bronze Hardware

Pert Lowell Co., Inc.
 Lanes End, Newbury, MA 01950
 (978) 462-7409

Robb White & Sons, Inc.

**Custom Small Boats
 Forty Years**

**P.O. Box 561
 Thomasville, GA 31799**

(607) 547-2658
Tom Krieg's Boat Shop
 (At 6 Mile Point on West Lake Rd.)
 P.O. Box 1007
 Cooperstown, NY 13326
Woodenboat Restoration & Rigging

Reproduction of Charles Lawton 10' Yacht Tender

Cedar on Oak
 Designed by Charles Lawton of
 Marblehead, MA, ca 1980. Built:
 C. Stickney, Boatbuilders Ltd. 1997



C. Stickney Boatbuilders Ltd.
 15 Wiley's Corner Rd., St. George, ME 04857
 (207) 372-8543
 email: stickney@midcoast.com
Wooden Boat Construction & Repair



THE ADIRONDACK GUIDEBOAT
 by the
 Indian Point Guideboat Company
 493 Engle Rd., Industry, PA 15052
 Phone (724) 643-6001 Fax (724) 643-5457
www.by-the-sea.com/indianpointboat/
 Gardner Callanen, Boatbuilder

We have the world's largest selection of new guideboats and historically correct accessories available from any source. Dozens of models, in lengths of 10' to 18-1/2', construction materials range from traditional wood to the state-of-the-art bi-axial kevlar. We offer reproduction oars, hardware, yokes, paddles, and accessories. All of our fiberglass boat hulls are exactly reproduced from original antiques for the best rowing performance and authenticity. Our new 16' "Lonesome Bay Boat" is a modern materials version of a 1912 "Old Town Double-Ended Boat." See our new "Video Magazine" III.



Builders of Traditional and Contemporary Rowing and Sailing Craft

Richard Cullison 11515 Kenton Drive
 301-946-5002 Silver Spring, MD 20902

www.CullisonSmallCraft.com

Hansen & Company
Builders of Practical & Impractical Boats

Gloucester Gull Rowing Dorries,
 Kayaks & Other Small Boats

Dennis Hansen 207-594-8073
 P.O. Box 122 dgehanen@aol.com
 Spruce Head, ME 04859




REDD'S POND BOATWORKS
 Thad Danielson
 1 Norman Street
 Marblehead, MA 01945

thadd@mediaone.net 781-631-3443 888-686-3443

**Wooden Boat Building, Classic Designs,
 Traditional Construction and Materials**

William Clements
Boat Builder
Since 1980



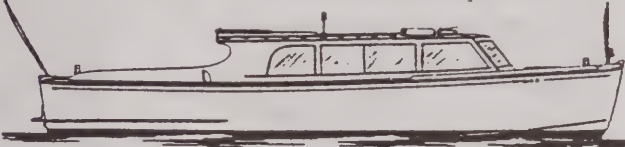
SMALL

Now building "SMALL," an elegant 14' Updated British Dayboat
 an Antonio Dias Design


E-mail: bill@boatbldr.com Web site: boatbldr.com

****WOOD BOAT and CANOE RESTORATION SUPPLIES****
 MAS EPOXY ** TARGET COATINGS
 CANOE CANVAS ** TRADITIONAL CANVAS FILLR
 BRASS CANOE TACKS & STEMBANDS
 AND MORE!!
 For free catalog call (800) 896-9563

HADDEN BOAT COMPANY
Wooden Boat Construction & Repair



JUST LAUNCHED
 34' W. Atkin tunnel stern
 Sea Bright Skiff



11 Tibbets Ln., Georgetown, ME 04548 207-371-2662


Designs by Platt Monfort

STUDY PLANS BOOK \$5.95
INSTRUCTIONAL VIDEO \$19.95

Monfort Associates
 50 Haskell Rd. MA, Westport, ME 04578
 (207) 882-5504



www.geodesicairoliteboats.com

Plans & Kits



WOODEN POND MODEL KITS



SKIPIACK \$11.95 COASTER \$36.95
DRAKETAIL \$26.95

MODELS THAT REALLY SAIL
 RUBBER BAND & SAIL POWERED KITS
 PRE-SHAPED & DRILLED PARTS
 BRASS, COPPER & STAINLESS HARDWARE
 GREAT FUN IN POOL, POND OR SEA • ORDER YOURS TODAY
 Order #800-533-9030 (U.S.) VISA/MC accepted
 Other Kits & Plans Available, Catalog \$1.00

SEAWORTHY SMALL SHIPS
 Dept. M, PO Box 2863
 Prince Frederick, MD 20678, USA
 Visit our Home Page at: <http://www.azinet.com/seaw.html>



**Plans for Heirloom
 Cradle Boats
 and Watercraft
 Developed and
 Drawn with the
 Amateur Builder
 in Mind**



Jordan Wood Boats
 P.O. Box 194 • South Beach, OR 97366 • 541-867-3141
www.jordanwoodboats.com




SWIFTY 12



A light-weight, sturdy wooden beauty anyone can build from our pre-assembled kit. Price, including sail, \$975. Catalog of 13 kit designs handcrafted in Vermont, \$5. Two-hour demonstration video, \$23.

SHELL BOATS
 561 Polly Hubbard Rd., St. Albans, VT 05478
 (802) 524-9645
www.by-the-sea.com/shellboats

Bluejacket 24



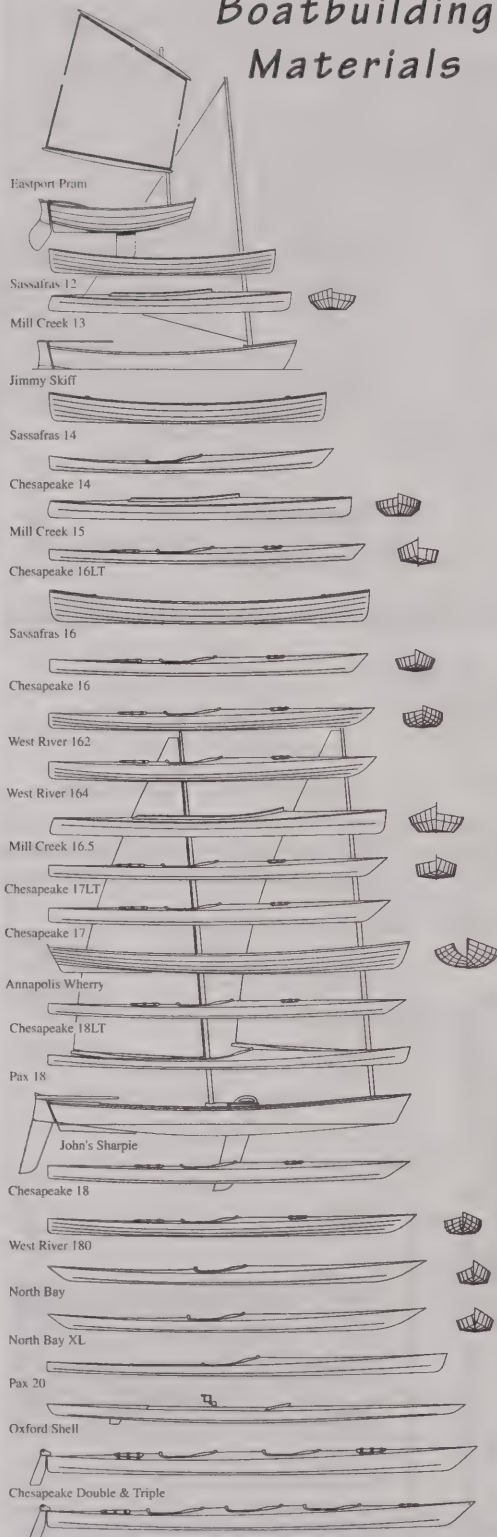
A lightweight, trailerable cruiser that planes from 22mph down to 10mph on only 50hp. A handsome cruiser with roomy forecabin and pilothouse, private head, and classic lines. Stitch & glue plywood for ease of construction.

Plan package \$150
Tom Lathrop
 P.O. Box 752, Oriental, NC 28571
 (252) 249-2646
Harbinger@cconnect.net

www.clcboats.com



Kits, Plans & Boatbuilding Materials



Find what you need at www.clcboats.com

Chesapeake Light Craft
1805 George Avenue
Annapolis, MD 21401

Request a free catalogue:
410-267-0137
info@clcboats.com

CHESAPEAKE
LIGHT
CRAFT

green heron

the maximum car-top cruiser for two

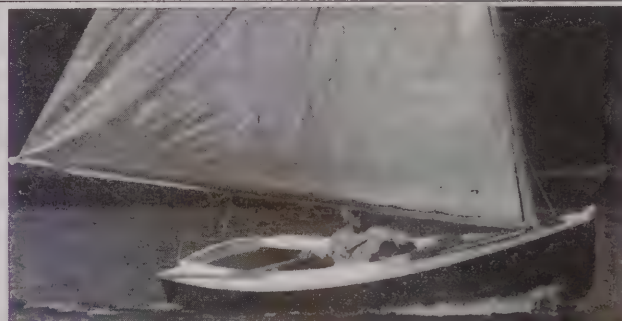


The strong, detachable railings house enclosing panels, and let you stand and move around as on a much larger boat.



13.5ft. x 6ft. SA.90 hull 130 lbs.
clear, carefully illustrated instructions and
full size patterns \$60, study plans \$5

THOMSON SMALL BOATS
BOX 670, VESTAL, NY 13851



Bobcat 12'3" x 6'0"

Designer Phil Bolger and builder Harold Payson have developed a tack-and-tape multi-chine version of the classic catboat that puts the charm and performance of this famous type within the reach of home builders with a minimum investment in time and money.

PLEASE SEND ME: ☐ Complete construction plans and instructions for \$40.00 ☐ Study plan packet for Bobcat and 36 other easy-to-build Instant Boats for \$5.00.

BOOKS: ☐ Instant Boats, \$16.00 ☐ Build the New Instant Boats, \$19.95 ☐ How to Build Your Own Boat, \$20.00 ☐ Build the Instant Catboat, \$12.95 ☐ How to Build the Gloucester Light Dory, \$7.95 ☐ Keeping a Cutting Edge: Saw Filing, \$7.95 ☐ Boat Modeling with Dynamite Payson, \$19.95 ☐ Bolger's 103 Small Boat Rigs, \$28.95 ☐ Boat Modeling the Easy Way, \$19.95 Add \$1.00 S&H

Name

Street

City State Zip

Harold H. Payson & Co.
Dept. MB, Pleasant Beach Road • South Thomaston, ME 04858
207-594-7587



ATKIN

ILLUSTRATED CATALOG

Over 200 designs. Famed Atkin double-enders, traditional offshore and coastal cruising yachts, rowing/sailing dinghies, utilities, and houseboats. \$10 U.S., \$15 Canada, \$18 overseas airmail. Payment: U.S. dollars payable through a U.S. bank.

ATKIN DESIGNS

P.O. Box 3005, Noroton, CT 06820
apatkin@aol.com

KayakCraft by Ted Moores



Take a great 17' sea kayak design, add Ted's skill and craftsmanship, and you have a book to guide you through a great experience. 176 pages, \$19.95.

Order Toll-Free 1-800-273-7447
or visit our site and click the link
for WoodenBoat Books.

WoodenBoat, PO Box 78
Naskeag Road, Brooklin, ME 04616

www.woodenboat.com

CONRAD NATZIO BOATBUILDER



*A range of small
craft plans for
very easy home
building in
plywood*

For details, visit the website:
www.broadlyboats.com/sections

or contact:

CONRAD NATZIO BOATBUILDER
The Old School,
Brundish Road,
Raveningham,
Norwich NR14 6NT
U.K.
Tel/Fax: 01508 548675



SWAMP YANKEE BOATS



Three Ultralight Stitch & Glue Versions
1. Ruston's "Wee Lassie" Solo Canoe
2. Rob Roy Type Decked Solo Canoe
3. Touring Kayak

Information Packet \$2.00

Robert W. Sparks

36 Soundview Hts., Branford, CT 06405
(203) 488-5932



It's Not Just Art, It's a Craft!

Unique Wood-Strip,
Performance, Sea Kayaks

Kits, Plans & Finished Boats

Send \$3 for a catalog to:
Nick Schade
Guillemot Kayaks
Apt. M, 824 Thompson St.
Glastonbury, CT 06033
ph: 860-659-8847

<http://www.KayakPlans.com/m>



Glen-L marine designs
PO Box 1804/AM2
9152 Rosencrans Ave.
Bellflower, CA 90707-1804
562-630-6258 fax 562-630-6280



"TUBBY TUG"
9' Stitch & Glue
Kid's Tugboat
Plans & Patterns \$47

WWW.GLEN-L.COM

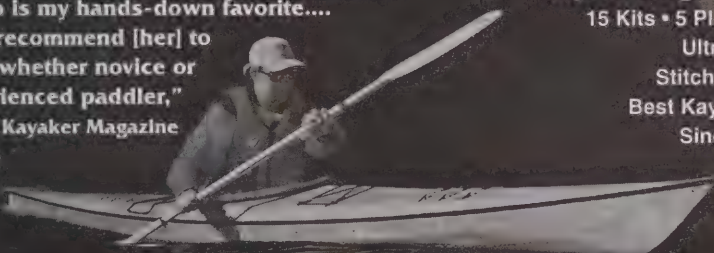
Gigantic 216-page Design Book -- lots of photos
& info; over 240 designs, ONLY \$9.95, "How to
Epoxy Manual" \$2. Complete catalog on-line
www.Glen-L.com or phone 562-630-6258 to or-
der. MC/Visa/Disc/Amex

A Top-Rated Sea Kayak

*The Coho: "Of all the boats I have reviewed,
the Coho is my hands-down favorite...."*

*I would recommend [her] to
anyone, whether novice or
an experienced paddler."*

V.S.—Sea Kayaker Magazine
Oct. 1998



Pygmy Boats Inc.

For a Free Color Catalogue Write: PO Box 1529 • Dept. 2 • Port Townsend, WA 98368
(360) 385-6143 • Read the Reviews of our kayaks at: www.pygmyboats.com

John Lockwood, Designer
30-Year Wilderness Paddler
Computer Design Pioneer
15 Kits • 5 Plan Sets
Ultra-Light
Stitch-n-Glue
Best Kayak Kits
Since 1986

THE SIMMONS



*Classics of the North Carolina coast
from the sounds to the Gulf Stream.*

Outstandingly seaworthy, 30 mph with low
power, light, simple (flat laps, straight
planks) plywood lapstrake construction.
Detailed plans and directions; no lofting.

Information packet - \$1

Cape Fear Museum Associates • 814 Market St. • Wilmington, NC 28401 • 910-341-4350



Sea-Skiff 18
pictured
• 17'1" x 5'7"
• 5" draft
• 20-40 HP
• Plans - \$40 US

Sea-Skiff 20
twice that size
• 19'4" x 7'6"
• 10" draft
• 50-70 HP
• Plans - \$55 US

Sea-Skiff 22
20% bigger than
the 20
• 21'6" x 8'3"
• 12" draft
• 70-90 HP
• cabin versions
sketched
• Plans - \$55 US



Shoestring Shipyard

Boat plans, books, kits and
boatbuilding classes for
the backyard boatbuilder.

www.shoestringshipyard.com
PO Box 117, Sagamore Beach, MA 02562
508.888.7960



ROAR 2

14' x 4' x 75 lbs.

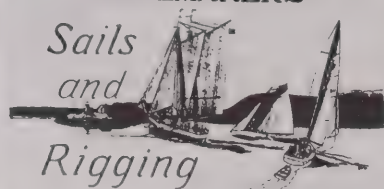
Jigless Taped Seam

\$15 Plans - \$1 Info on 16 Boats

JIM MICHALAK

118 E. Randall, Lebanon, IL 62254

GAMBELL & HUNTER SAILMAKERS



16 Limerock St. Camden, ME 04843
(207) 236-3561

Don't be afraid to STRIP!

Build a Beautiful Canoe, Kayak or Rowboat



Kits • Plans • Books
Cove & Bead Strips



the **NEWFOUND**
WOODWORKS inc. Catalog
\$3.00

(603) 744-6872 fax (603) 744-6892

67 Danforth Brook Rd. • Bristol, NH 03222
email: info@newfound.com • www.newfound.com

ATLANTIC WHITE CEDAR

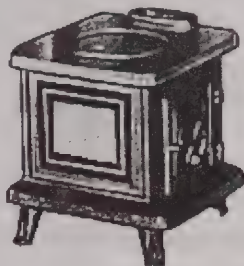
Boat grade rough sawn flitches in stock.
Most are 16' long 4/4 to 8/4 thick. New
supply ready to ship.
Call or write for info.

J.D. ENGLAND CO.

HCR Box 337, Urbanna, VA 23175
(804) 758-2721

Supplies

TRADITIONAL MARINE STOVES



CAST IRON
PORCELAIN ENAMELED
WOOD BURNING
HEATING & COOKING
COMPACT

**NAVIGATOR
STOVES**

718 486 8049

WWW.MARINESTOVE.COM

Boatbuilding Supplies

STRIP • STITCH & GLUE • PLYWOOD • FIBERGLASS CONSTRUCTION

SYSTEMTHREE EPOXY RESIN

Simple 2:1 mix ratio • Available in 1.5 qt.-15 gal. units
Fast, med, slow hardeners for use in temperatures
as low as 35°F

3 Gal. Unit \$147.00

FIBERGLASS CLOTH • TAPES • MATS • ROVINGS • KNITS

- **REICHOLD** Polyester Resins (gals, pails, drums)
- **NESTE** GelCoats
- **Sika**flex Urethane Sealants
- Gloucester Marine Paints (40-50% discount)
- 2 part Urethane Pour Foam

Microballoons • Silica Powder • Wood
Flour Pigments • Milled & Chop Fibers •
Squeegees Syringes • Brushes • Rollers •
Paper Pots • Gloves Coveralls • And More

LOW PRICES ON:
Silicon Bronze Wood Screws
Nails & Stainless Fasteners

Top Quality Products • Competitive Prices • Fast Knowledgeable Service
All items in stock and ready for immediate shipment.

MERTON'S FIBERGLASS SUPPLY

SUPPLYING QUALITY MATERIALS TO BOAT OWNERS,
HULL FINISHERS AND BOATYARDS FOR OVER 20 YEARS.

P.O. Box 399, E. Longmeadow, MA 01028
Fax (413) 736-3182 • www.mertons.com

Free Catalog! **800-333-0314**

Atlantic White Cedar

Custom cut to your specifications from our own
logs which we bring up from Florida. Lengths up
to 24'.

Cypress and other species available upon request.

Woodcraft Productions Ltd.

P.O. Box 17307
Smithfield, RI 02917-0704
Tel (401) 232-2372
Fax (401) 232-1029

CUT COPPER CLENCH NAILS

We have old Atlas Co. mahines. Pure half
hard hand drawn copper. Just the thing for
lapstrake canoes, skiffs, dories.

3 diameters: 1/16", 3/32", 1/8"

12 sizes: 3/4" to 1-3/8"

Send \$3 for Sample Packet & Info.

STRAWBERRY BANKE MUSEUM

POB 300MB, Portsmouth, NH 03802

SEE SMALL-CRAFT SAILS

AND GET A QUOTE AT

www.dabblersails.com

OR CONTACT US AT

- dab@crosslink.net
 - Ph/fax 804-580-8723
 - PO Box 235, Wicomico Ch., VA 22579
- Stuart K. Hopkins, Sole Prop



Why use System Three for your boat project?

**"Because Boatbuilding
Launched Our Company."**

Kern Hendricks -

Boatbuilding Designer & Builder



We understand boat specific applications.

In 1978 Kern Hendricks was building a boat.
When the available woodworking products didn't measure
up, he was inspired to create a better marine epoxy resin.
Since then, we've spent 24 years creating products and
literature specifically for wood/epoxy boat construction.

Your first boat is important.

Make sure you get it right by experimenting with our
boatbuilders trial kit. It's packed with information and all
the supplies you need to get a hands-on understanding of
how epoxy works. Only \$15.00 at: www.systemthree.com
or call: 1.800.333.5514 (reg. \$20.00 use discount code: wb1)

Get it right. Get the kit. **SYSTEMTHREE**

You'll get The Epoxy Book, plus 12 ounces of resin
and hardener, fiberglass cloth, brushes, measuring cups, fillers, a
roller cover, squeegee, gloves and a certificate good for \$10.00
off your first purchase.

Telephone (413) 783-5589
20 TREETOP AVENUE
SPRINGFIELD FAN CENTERBOARD COMPANY
SPRINGFIELD, MASSACHUSETTS 01103
DROP RUDDERS • TELESCOPING CENTERBOARDS • CANOE TRIMMERS
CANOE & SMALL BOAT REPAIR AND RESTORATIONS IN WOOD & FIBERGLASS
COMPLETE LINE OF TRAILER ALUMINUM TRAILERS

YANMAR
Diesel Power
ORR'S ISLAND BOAT WORKS
Award Winning Dealer
9hp-500hp Diesels
Full Parts Inventory
Expert Technical Assistance
8 Park Place (800) 339-6777
Orr's Island, ME 04066 (207) 833-5852
E-mail: oibw@ghi.net

Wood Canoe Hardware



CANOE HARDWARE
1/2", 11/16", 7/8" Canoe Tacks; 3/8" Oval Brass Stem Bands; Clenching Irons; 3/16" Bronze Carriage Bolts; Canoe Plans; Clear White Cedar. Price List Available.
NORTHWOODS CANOE SHOP
Ph: (888) 564-1020
Fax: (207) 564-3667
Web: www.woodencanoes.com

MATSUSHITA
Carbide-Tipped Blades
Smoothest cuts. Thinnest kerf. Least power. "...much better than any other circular saw blade I ever used" (Robb White). "Cuts better than blades costing three times as much" (Mac McCarthy, Feather Canoes). "I've fallen in love with the 7-1/4" Matsushita blade" (Thomas Firth Jones).
Best Buy: 7-1/4" comb., 1/16" kerf, \$26 ppd
Check or M.O. to:
DAVE CARNELL
322 Pages Creek Dr.
Wilmington, NC 28411-7850 (910) 686-4184

PADDLES & OARS



Maine Craftsmanship at its finest. Surprisingly affordable. Most shipped UPS. Write for free catalog.
SHAW & TENNEY
Box 213MB
ORONO, ME 04473
(207) 866-4867

Built by Edouard Owen, Designer
Designed by John Ayle
Designed by John Ayle
37' One-Step Gullwing Gullwing
Built by John Ayle
Gullwing Gullwing

MAS EPOXIES
All 100% solids with NO VOC's




"Ocean Planet"
the only all American-made Open 60

Phoenix Resins/MAS Epoxies is a proud sponsor of
"Ocean Planet"

Phoenix Resins, Inc. 2615 River Road #3A Cinnaminson, NJ 08077
1-888-627-3769 www.masepoxies.com E-mail: masepoxies@aol.com

Gullwing Planet, September 14, in a spirit of remembrance, perseverance and solidarity for the tragedies of Sept. 11. Photo by Latitude 38

KEN FOUBERT
Maritime Art Watercolors




84 Little Neck Road
Ipswich, MA 01938
978.356.0941

MAINE COAST LUMBER, INC.


17 White Birch Lane
York, ME 03909
(207) 363-7426
(800) 899-1664
Fax (207) 363-8650
M-F 7am-5pm

66 Larrabee Road
Westbrook, ME 04902
(207) 856-6015
(877) 408-4751
Fax (207) 856-6971
M-F 7:30am-4:30pm
Saturday 8am-12pm



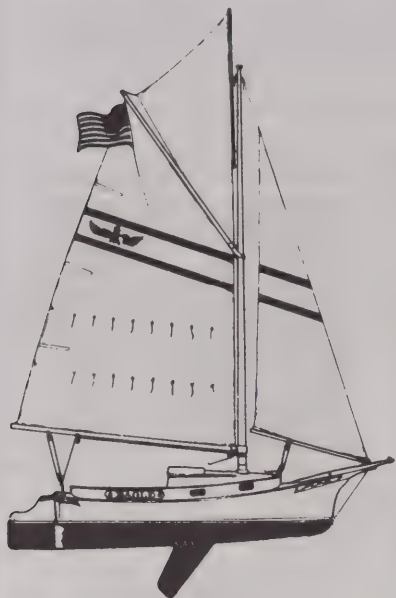
**HARDWOOD LUMBER • SOFTWOOD LUMBER •
HARDWOOD PLYWOODS • MELAMINE • MDF •
MARINE PLYWOODS • MDO • PARTICLE BOARD •
SLATWALL • LAMINATE • EDGE BANDING • VENEER •
HARDWOOD MOLDINGS • CUSTOM MILLING**

We Deliver
ME, NH, VT, MA, RI
www.maine coastlumber.com
email: info@mainecoastlumber.com We ship UPS



Classified Marketplace

BOATS FOR SALE



Herrreshoff Eagle, lovely traditional looking gaff rigged sloop w/topsail. Blt '74 by Nowak & Williams. FG w/teak trim. 22' LOA, 18' LWL, 8' beam, 1'10"/4' draft, 2,700lbs displ, 700lbs lead ballast, ssCB, 8hp Nissan OB in well, 20hrs, 2 berths, sink, stove, porta-potti, wheel steering, VHF, AM/FM cassette radio. Galv trlr. All nice cond. In Delaware River at Camden, NJ. \$7,500. DICK KRAEUTER, Lawrenceville, NJ, (609) 392-8221. (9)

18' Rothbilt '02, center console, Suzuki 90hp 4-stroke, teak flooring, trim, custom T-top, 1/2" Lexan windshield, all bronze fittings, Fastload alum trlr, full Sunbrella covers. Exquisite, fast, safe family/fishing boat. Only 25hrs. Cost \$37,000+, sell for \$30,000 OBO. Located in RI. DON MAHARAM, RI, (805) 695-8509. (10)



18' White Outboard Runabout, Last chance! Deserving of being restored by capable person. '50s vintage, lapstrake wood, blt & used on Maine lakes. Was going to be our "press boat" but it never happened. Deep roomy hull grt for family w/small children (hard to fall out of). Nds garboard replaced, all new bent oak ribs & compl cosmetic restoration (sanding, painting, varnishing). Interior has been stripped out. A real fixer-upper for sure. Stored outside on trlr under poly tarp. 35hp electric start Gale Buccaneer OB w/remote controls at wheel on dashboard fwd behind windshield, was in running cond, will nd servicing. Original canvas in gd cond. On orig Holsclaw trlr prepped for hwy travel w/new wheels/tires, 2" hitch, lights, bring your trlr plate. It goes outa here for \$500 or into winter bonfire when snow flies. BOB HICKS, 29 Burley St. Wenham, MA 01984, (978) 774-0906 6-9pm best. (10)

CLASSIFIED ADVERTISING INFORMATION:

Classified ads are **FREE TO SUBSCRIBERS** for personally owned boat related items. Each ad will automatically appear in two consecutive issues. Further publication of any ad may be had on request.

A one-time charge of \$8 will be made for any photograph included with any ad to cover the cost to us of the necessary halftone. For return of photo following publication, include a self-addressed stamped envelope.

Non-subscribers and commercial businesses may purchase classified ads at \$.25 per word per issue. To assure accuracy, please type or print your ad copy clearly. Mail to *Boats*, 29 Burley St., Wenham, MA 01984. No telephone ads please.



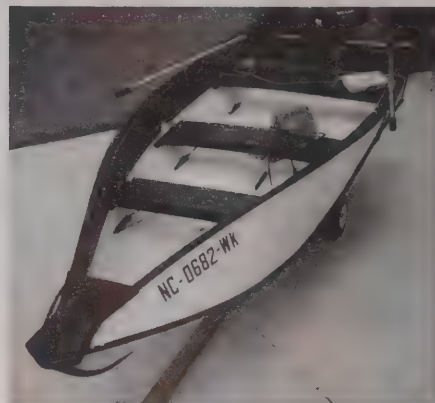
The Real Thing, MAB, 21' gentleman's runabout blt by Bert Minett, Canada's greatest boatbuilder. Designed by John Hacker in '34. Beautifully graceful, mahogany on oak frames, speeds to 44mph. Afloat at Lake Joseph Muskoka. \$78,000. DAVE PARDOE, Huntington, MA, (413) 667-3118, (705) 765-5089. (11)

Boreal Design & Wilderness Systems Kayaks, we are now new regional dealer. Still dealer for Old Town canoes & kayaks going back over 50 years! Hundreds are on display at our store. FERNALD'S MARINE, Rt. 1A (at Parker River), Newbury, MA 01951, (978) 465-0312 (TFP)

17' Aluminum Grumman Canoes, 2 in mint cond. \$375ea. or \$700pr. Health forces sale. ROBERT F. KIMBALL SR., 36 Edgewater Rd., Wakefield, RI, (401) 783-2318, rfkbfd@aol.com>(10)

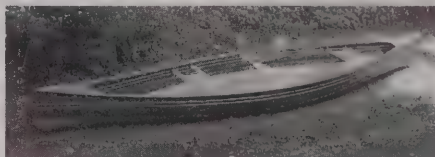


30' Blue Chip, by Cape Cod Shipbuilding, '65. 2 cyl Volvo diesel, new mast & rig, new paint, roller-furling genoa by Doyle '98, full-batten main, FG hull w/teak trim, mahogany cabin w/teak sole, Shipmate wood stove w/oven, 70gal water tanks, VHF, knot meter, Autohelm depth sounder, dodger, custom winter cover, awning, 2 batteries. A well maintained & upgraded vessel w/nice lines & upgraded mechanical systems & equipment. Located nr New Bedford, MA. \$18,500. MICHAEL W. BROWN, Cambridge, MA, (617) 876-6365, <Brownie81747@aol.com> (9)



'00 Porta-Bote Genesis III, 12' square transom folding skiff. Exc carry aboard for yacht or RV. \$1,000. **5hp Nissan 4-stroke OB**, less than 10 hrs. \$800 if bought with Porta-Bote, will not sell motor alone. **'70 Sunfish**, w/painted trlr w/13" wheels. Decent shape for its age. White hull, red deck, red/white/blue sail which is thin but serviceable. Mahogany daggerboard & rudder. \$595. JIM BROWN, Newport, NC, (252) 393-6398, <whitedove@starfishnet.com> (10)

Free for Restoration: '59 (?) Sloop, 21.5', slps 4. Marconi rigged, mahogany plywood, lt wt, triple keels, fully equipped. Blt in Ukraine. OB power available. **'18 (?) 18' Old Town Canoe**, currently FG covered, gd overall cond. Vy restorable. Both located in E. Hampton, CT. RENE SHOOK, E. Hampton, CT, (860) 267-4132 eves until 9pm. (9)



Bob's Special 15' Cedar-Strip Canoe, blt '96-'97. Newfoundland Woodworks kit. Northern white cedar w/pine/red cedar accents. Ash gunwales, ash/cherry deck, ash stem w/brass stem band. \$1,500. BOB ROSS, Hillsboro, OH, (937) 393-4959, <bobross@ameritech.net> (9)



FG Keel Sloop, 14'9" x 5'6" x 2'6" w/alum mast. Designed for single handed open water cruising, equipped w/roller reefing main & jib & wind vane self steering. Full equipment incl 8' plywood dinghy & electric motor. \$750.
LEONARD SATZ, Blackwood, NJ, (856) 227-5886, <lenandanita@aol.com> (9)



31' Elco, '29 cedar on oak frames, Chevy V-8 power, slps 4, nds transom. Sell or trade.
REED HUBBARD, Wilton, NH, (603) 654-6249, or (654) <rhubbard@tellink.net> (9)

15' Flat Bottom Skiff, new FG over cross planked cedar w/oak frames. For OB power 9.9 to 25, w/oarlocks in case that fails! Boat originally blt in the '60s in Jonesport ME. \$1,495. **8' Plywood Pram**, painted white, ready to go. Tows grt at any speed. Rows good too. \$295. See photos at www.gwi.net/oceanvilleboat/.
JACK DICE, Oceanville Boat Shop, RR1, Box 864, Oceanville Rd., Stonington, ME 04681, (207) 367-2687, <oceanvilleboat@gwi.net> (9)



Buckrammer: Loss of job forces sale of our beloved '08, 24' 2" draft (board up) Crosby catboat as featured in the pages of *MA/IB*. White cedar on oak frames, 15hp Westerbeke (fwc) diesel, full head & galley. Over-equipped w/all electronics (radio, digital depth, GPS), spare sail, full cushions inside & out, dble ground tackle & tons of original, antiques from her Shipmate coal stove to numerous oil lanterns. Slps 4 to 6 in Victorian style. In the water at Westport Point, MA ready for a demo sail w/the Fall season beckoning. Price incl winter storage until Spring 2003 if desired. \$29,500 firm. Serious inquiries only.
J. CONWAY, Winchester, MA, (617) 821-7890 or <binkle@aol.com> (9)

Inventory Reduction And Getting Old Sale: '68 Lucas 20' I/O Cabin Cruiser, new deck, cabin sides, windows. Minor work left. Tandem trlr. \$3,000 as is. **'30s Comet**, #252. Compl reblt in pressure treated wood, beautiful sails, portable cuddy cabin. \$1,000. **17' Whisp**, w/2 swivel seats & bow facing oars (perfect for casting & fly fishing), trlr. \$800. Have 6 boats, reducing to 3.
PHIN WILSTER, Piney Flats, TN, (423) 538-5292, <kaylynnwil@mindspring.com> (10)

'73 Ranger 29, new dodger, Atomic 4 gas, head w/10gal holding tank, 15gal water tank, 5 sails. Gd cond, downsizing, nd to sell. \$8,000 OBO.
GEORGE CLAIRE, 1 Peach Orchard Dr., Riverside, RI 02915. (9)

15' West Wight Potter, '90 w/trlr. 2002 Mercury OB no hrs, new full batten main w/jiffy reefing, plus orig main, jib, genny. Fine compass, anchor & rode. All lines lead aft. Lots of storage or camping room. \$4,500.
DON JANES, RI, (401) 932-9401. (9)



14' Force5, blt by Weeks Yacht Yard. Hand laid FG constr, beautiful mahogany brightwork. 3 pc alum tapered mast, high perf boom, compl Harken traveler system & block package. Ronstan x-10 tiller ext, high perf FG foils w/kickup rudder, cam & cam cleat, sail adjustment points, top quality line package. Sails by North Sails New Jersey. Off white deck, custom color hull. Always stored indrs, kept polished, absolutely like new. Sells new today for \$4,300. 140lbs easily car topped. Snap to rig w/3-part mast & ltwt board & rudder. Wonderful day sailer or racer. Compl outfitted to Force5 class rules.
DAVID McLEAN, Frederick, MD, (301) 662-6754, <drcmclean@webtv.net> (9)



14' Redwing Sailing Dinghy, Uffa Fox design. Mahogany planking & oak frames. Metal centerplate. 145sf sloop rig. Fast & able. Harken hrdwre, Banks sails, & Crewsaver buoyancy bags. \$3,950/OBO. Must sell!
BOB TABB, Lockport, NY, (716) 434-7792, <ohcstr@aol.com> (9)

16' Mad River Explorer Canoe, Kevlar Airex. Lt green, front seat backrest. Exc cond. \$1,000.
GUY GILLETTE, Yonkers, NY, (914) 779-4684 (9)

Chesapeake Light Craft Sea Kayak, 17', 45lbs, epoxy & FG over okoume marine plywood. Exc cond. \$600.
DAN FARMER, Greenwich, NJ, (856) 455-4903; danfarmer@worldnet.att.net> (9)

Windsurfers, 2 Mistral intermediate skill boards, 5 sails, 3 masts, 3 booms, 2 harnesses. \$550 for all. I travel some and can help with delivery if necessary.
HENRY CHAMPAGNEY, Greenback, TN, (865) 856-5753, <h2champs@aol.com> (10)

BOATS WANTED

AMF Alcott Minifish.
AL COURTINES, Springfield, MA, (413) 731-9393, (508) 428-8943. (TF)

Great Pelican, w/cabin, or Super Pelican w/cabin.
TOM WESSON, JR., Tupelo, MS, (662) 842-3712 days, (662) 767-3529 eves & wknds, <twhasfun@netdoor.com> (9)

Dovekie.
Joseph Granieri, 700 S. Atlantic Ave., New Smyrna Beach, FL 32169, (386) 689-3830. (10P)

14'-16' Flat Bottom Rowing Skiff, or jon boat similar to Alumacraft or Duranautic.
ROBERT F. KIMBALL SR., 36 Edgewater Rd., Wakefield, RI, (401) 783-2318, rfbfd@aol.com> (10)

SAILS & RIGGING FOR SALE

Herreshoff America Parts, incl compl mast assy w/boom & yard, 2yr old sail & cover w/orig sail, CB & trunk, rudder & laminated tiller. Will sell separately. All reasonably priced.
DAN BOLBROCK, Brewster, MA, (508) 385-4259. (10)

Montgomery 17 Main & Jib, new, never used. Made by Sailrite, NOT KITS. Main blue & white vertical stripes; luff 19', leech 20'5", foot 7'6", 1 set reef pts. Jib green & white vertical stripes; luff 20', leech 18', foot 8'6". Cost \$980, will sell for \$775 the set.

RICK RAMSEY, Ft. Wayne, IN, (460) 747-2437. (9)

White Polytarp Sail Kits. Construct a sail in about 4 hrs. No sewing required.

DAVE GRAY, 22 Sunblest Ct., Fischers, IN 46038, (317) 915-1454. (17P)

Sunfish/Sailfish Spars & Sail, ideal for converting a dory or skiff to sail. Helpful instructions incl.\$100.

ROBERT F. KIMBALL SR., 36 Edgewater Rd., Wakefield, RI, (401) 783-2318, rfkbf@aol.com>(10)

GEAR FOR SALE

Marine Gear: 2 galv dbl pulleys, 1 shaft, mntd on wooden block for 1/4" line. \$5. 16' 3/16" black nylon forestay w/turnbuckle & 2 14' 3/16" black nylon shrouds w/thimbles & turnbuckles. \$5. 2 galv 4" turnbuckles, 1 iron 4" turnbuckle, 1 alum 3" turnbuckle, 1 bronze 2" turnbuckle. \$5. 1 ea 1/8 & 3/8 shackles, 1 galv shackle w/3/4" throat. \$3. 8 galv 2" diam rings, 6 brass rings. \$3. Galv dbl pulley w/ eye for 1/4" line. \$2. 4' galv chain. \$2. Single pulley flange mnt for 1/4" line. \$1. Galv screw ring-bolt, 3/8" shank, 3/4" ID eye. \$1. Hvy hook w/1/2" eye ring. \$1. 6 S hooks. \$1. 2" snap hook & 1 w/ swivel. \$2. 2-1/2 pr turnbuckle jaws, 10 steel U clamps for 1/8" wire. \$5. 2 ton hydraulic jack. \$5. 1/3hp 110vac motor. \$5. Bit brace. \$2. Reciprocating sander. \$2. Fine grit grinding wheel, 3/8"x5-1/2", 1/2" hole. \$1. Spruce dinghy gaff, oval shaped, 1-1/2"x2-1/2"x104", nds refinishing. slight bend at foot, 1/4" 4"; Prints & instructions for building FB11 sailing dinghy, gd for float boat/load carrier, rows easily, smart sailer, beamy & stable. Incl stem, dagger board, frame parts, 1 frame, gussets & filler pieces. \$10. U pick up; Motor stand for 3hp-5hp. \$5; Goodyear tire, never used, still inflated on 4 hole trlr wheel. \$10. PFDs, 2 adult & 1 child's sizes. \$10. 1 8lb Danforth shackled to 50' of 1/2" nylon ode w/ whipped loop on end. N/C Items: Home made chain plates, SS 1/16"x1"; 1 3/8" x 6" bright steel lagscrew; 2 1/4"-20 x 6" machine bolts w/hex heads; 1 1/2 x 3 x 7 carriage bolt w/ nuts; Plastic sleeve 3/4" ID x 4" length; Galv thimble for 1/4" line; 4-1/2" galv cleat; Jackknife w/3" blade, can opener, screw driver, bottle opener. How to Builds for small boats & a few compl plans for various others. Write & let me know if I can help you. Moving, so must empty hold. All prices negotiable.

JOE ROGERS, 24 Wood Terr., Framingham, MA 01702-5822, (508) 872-4206. (9)

There is nothing— absolutely nothing—

half so much worth doing



as simply messing about in boats.

Famous Quotation & Illustration
from *The Wind in the Willows*

Join us in expressing Ratty's sentiment to the world. T-shirt \$17, Long Sleeve T \$22, Sweatshirt \$27, Tote Bag \$18, Shipping \$4.75, orders up to \$50, over \$50 pleas inquire.

THE DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918. Toll free 877-637-7464, www.messingabout.com (TFP)



A Tough Jacktar, holding his billy stick (18th C. British sailor) is featured on this T-shirt. Dramatic woodcut printed on an Ash Grey shirt. The words say it all! Perfect gift for any sailor, rower, or old salt! Medium-X large \$17.00, XXL \$19.00, S&H \$4.50 in North America. We accept Visa, Master Card & American Express.

NORS, P.O. Box 143, Woolwich, ME 04579 USA, (207) 985-6134, Fax (207) 985-7633, <nors@loa.com>, www.norsgear.com (TFP)

Still Cleaning Out the Boat Shed, lotsa gd stuff someone maybe can use. **3 Danforth Anchors**, hvy guage galv steel, 4lb & 6lb. \$25 ea. **SS Jib Furling Drum**, new, up to 1/2" line. \$20. **10" Mooring Cleat**, bronze, w/2 bronze deck edge fairleads. \$10. **SS Stemhead Fitting**, welded up w/12" curved stem flange, 17" flat deck flange, 7" jib tang. \$10. **Kayak Stem Fittings**, chrome 16" curved front, 13" curved rear w/rudder gudgeons & flag socket. \$5. **4" Airguide Compass** w/lighting, no gimbals. \$5. **Stemhead Fittings**, bronze, 4"x3" & 3-1/2"x2-1/2". \$3 ea. **Bronze Winch**, small 3" base diam x 3" high, no handle. \$5. **Bronze Snap Shackles**, 4 for \$5. **Bronze Blocks**, dbl turning block for 3/8" line, CB wire lead block, single block for 3/8" line. \$10/lot. **Set Patent Oarlocks**, bronze, lock flips up and over inside boat, self stores. \$20. **Set Standard Oarlocks**, bronze, w/sockets & spare lock. \$10. **Cast Iron Stove**, solid fuel, 9" high x 9" diam, white enameled cast iron. \$25. All plus shipping via UPS. BOB HICKS, 29 Burley St. Wenham, MA 01984, (978) 774-0906 6-9pm best. (10)

'94 Motorguide Great White Trolling Motor, 35lb thrust. Designed for salt water use. Less than 5 hrs use as I bought it for an electric boat I never built. Used briefly as auxiliary on my Sea Pearl. Cost well over \$400 new at discount. No battery. Like new. \$200.

JIM BROWN, Newport, NC, (252) 393-6398, <whitedove@starfishnet.com> (10)

"Life's Too Short To Own An Ugly Boat" Bumper Sticker, \$2.00 ea, add \$1 postage for up to 20. Call for prices on T Shirts & Coffee Mugs too! SOUTHPORT ISLAND MARINE, P.O. Box 320, Southport, ME 04576, (207) 633-6009, www.southportislandmarine.com. (TFP)

3 Small Yanmar Marine Diesel Engines: 15hp, 2QM15 professionally rblt, never run, compl w/ starter, alternator & water pump, receipts from all work. \$1,500. 13hp 2GM compl w/Hurth gearbox, nds total rblt, \$500. 10 hp YSB12 single cylinder compl w/transmission, nds injector line. \$700. Take all 3 for \$2,100.

JAY DEERING, Savannah, GA, (912) 898-9697 eves, (229) 343-5957 days, <jldkom770@msn.com> (9)

BOOKS & PLANS FOR SALE



New Design! Tape seam skiff built w/lines taken from a Westport work skiff. 17'10" x 6'3" It wt, strong & easy on the eyes. Building Plans \$75, Visa/ MC JERRY MATHIEU, CUSTOM SKIFFS, Box 3023, Westport, MA, 02790, (508) 679-5050, (508) 636-8020 (10)

Row to Alaska by Wind & Oar, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15, 1995 issue. \$12 postpaid.

NANCY ASHENFELTER, 3915 "N" Ave., Anacortes, WA 98221 (TF)

BOAT PLANS & KITS - WWW.GLEN-L.COM: Customer photos. **FREE** how-to information, online catalog. Or send \$9.95 for 216-PAGE DESIGN BOOK, includes **FREE** Supplies catalog. Over 240 proven designs, 7'-55'. "How To Use Epoxy" Manual \$2.00.

GLEN-L, Box 1804/MA2, 9152 Rosecrans, Bellflower, CA 90707-1804, 562-630-6258, www.Glen-L.com (TFP)

Boats, Oars & Rowing, by R. D. "Pete" Culler. Increasingly hard to find out of print book about oars, oarlocks, oar making & rowing, a true classic. Gd cond w/gd dust jacket. \$98 postpaid. *The Folding Schooner & Other Adventures in Boat Design*, by Philip C. Bolger, his 2nd (1976) book on boat design. Gd cond w/fair dust jacket. \$48 postpaid. PAUL LEFEBVRE, Gainesville, FL, (352) 376-4977, <lefebvre@bellsouth.net>, or buy at www.half.com. (9)



Nutmeg (aka \$200 Sailboat), Bolger design, 15'6" x 4'6". Plans w/compl directions. \$20.

DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28411, <davecarnell@att.net> (TFP)

From My Old Boat Shop, Weston Farmer's great book republished with added Farmer material. \$49.95 + \$3 S&H, or send SASE for descriptive bulletin.

WESTON FARMER ASSOCIATES, 18972 Azure Rd., Wayzata, MN 55391 (TF)



Dory Plans, row, power & sail. 30 designs 8'-30'. Send \$3 for study packet.
DOWN EAST DORIES, Dept. MB, Pleasant Beach Rd., S. Thomaston, ME 04858. (TF)

"Sleeper", 7' 10" car topable sailing cruiser. Slips 2 below deck. Plans \$37, info \$3.
EPOCH PRESS, 186 Almonte Blvd., Mill Valley, CA 94941 (TFP)

WoodenBoat Magazine, compl collection 1-164. \$400/obo plus shipping. Must sell!
BOB TABB, Lockport, NY, (716) 434-7792, <ohcsrwt@aol.com> (9)

Hard to Find Small Boat Magazines: Before I toss these out, perhaps someone might find the following of interest: **Small Boat Journal**, Pilot Issue, March, '79. \$10 postpaid. Vol 1 No 3, October '79, Vol 2 No 1, August '80, Vol 2 No 2, September '80; all orig wide format. \$5 ea postpaid. No. 16, Nov. '80, first of standard format after sale to Vermont publisher. \$3 postpaid. **Folding Kayaker**, 1st 35 Issues from Vol 1 No 1 thru Vol 7 No 3. \$10 postpaid. The following are offered at \$3 ea postpaid to introduce you to something different: **Boats & Gear**, Spring '90 premier (and only) issue published by Taunton Press of *Fine Woodworking*, *Fine Gardening*, etc. fame. **Dinghy Cruising Association Bulletin**, British small boat 42 pg newsletter, Summer '01. **Mains'l Haul**, "A Journal of Pacific Maritime History", Fall '01, Winter '01, Spring/Summer '02. **Maritime Life & Traditions**, English language glossy French publication offered by *WoodenBoat*, No.9. **Paddles Past**, "Journal of the Historic Canoe & Kayak Association", Autumn '01, Winter '01, Spring '02. **Sea History**, Journal of the National Maritime Historical Society, Winter '01-'02. **Ships In Scale**, "The Shipmodeler's Home Port", May/June '02. **Steamboat Bill**, "Journal of the Steamship Historical Society of America"; Winter '01, Spring '02. **Watercraft**, superb glossy British bimonthly, Nov/Dec '01, March/April '02, May/June '02, July/Aug '02. **Waterways World**, glossy British canal cruising magazine, Sept.'01. **Open Water Rowing**, Issue 1. \$1 postpaid.
BOB HICKS, Wenham, MA, (978) 774-0906, 6-9pm best. (10)

BOOKS & PLANS WANTED

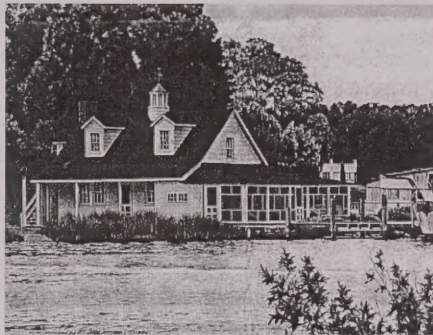
Proven Plans, for 16' stitch & glue plywood sailing multihull. Must have shallow draft & be highly maneuverable for river use.
PHIL TINGLEY, 327 Trailorama Dr., N. Port, FL 34287, (941) 423-1358. (10)

MARINE RELATED ITEMS FOR SALE

Free Acrylic Painting of Your Boat, will still do free pictures of your boat but \$50 for 9" x 12" & \$100 for 18" x 24" will get your painting done first. Send no money until you get a painting you like.
SAM CHAPIN, 3A 12th Ave., Key West, FL 33040 (TF)

Nautical Gift & Book Shop & Gallery, Boston's North Shore best location. All inventory, fixtures, the works. No brokers. \$95K.
EDWARDS, Newburyport, MA, (973) 729-6362. (9)

Swan's Island ME House Rental, \$700/wk. Slips 4 or 5. Boat & kayak launching sites. 6 ferries daily.
IVER LOFVING, Swan's Island, ME, (207) 773-9505 or (207) 526-4121. (TF)



Vacation Rental Waterfront, 100yr old refurbished cottage off lower Potomac River nr Leonardtown, MD. Suitable for 3 couples or 2 families. Slips up to 10. Incl protected deepwater slip & several small craft. \$1,000-\$1,350/wk.
LEONARD EPPARD, Lorton, VA, (703) 550-9486. (TF)

ATLANTIC COASTAL KAYAKER

Now in our 11th season!

Would you like to read more, lots more, about sea kayaking?

SUBSCRIBE NOW!

Atlantic Coastal Kayaker will bring you 40 pages monthly all about sea kayaking, 10 times a year (March through December)

All this for only \$22 (10 issues)!

Like to see a sample issue?
Just ask.

Subscription Order Form

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Send check for \$22 payable to:
Atlantic Coastal Kayaker
P.O. Box 520, Ipswich, MA 01938
(978) 356-6112 (Phone & Fax)

Things You Should Know About Delivery of Your Magazine...

Because we publish twice a month and mail by 3rd Class bulk rates, we experience continuing problems with some of you receiving your magazines regularly.

These problems usually are related to your moving (permanently or seasonally) or going on extended vacation **WITHOUT LETTING US KNOW**. I emphasize the **WITHOUT LETTING US KNOW** because the post office **WILL NOT FORWARD** 3rd Class mail. Since we are unaware of your having changed address, we continue mailing issues to your old address and the local post office throws them away.

In 4 to 6 weeks they send us an address change correction as we request on the back cover of each issue where your address is imprinted (at a cost of \$1 to us). By this time we have mailed you additional issues, all of which have been trashed. We correct your address, but by now you have missed several issues.

Often many of you wish us to replace the missing issues. But, we have already mailed them to you at the address on record here, and mailing replacements involves the cost of the replacement issues and additional postage (\$1 each by 1st Class mail) beyond the subscription fee you paid. We have to ask for additional payment to do this.

All of this can be avoided by your **LETTING US KNOW** when you change address, permanently, seasonally, or on extended (two weeks or more) holiday, **4-6 WEEKS IN ADVANCE**.

Things You Should Know About Publication of Your Classified Ads...

If we receive your ad just before going to press, there will be a 2 week interval during printing before the issue containing it will be mailed, and a further 10 days to 2 weeks while it is in the mail enroute to you. If we receive your ad just after going to press, a further 2 weeks is added to the interval before your ad will be in readers' hands.

Thus, it can be from 3 to 6 weeks before your ad will appear. You can receive up to two more issues after sending in your ad before it will appear, it will not be in the next issue you receive for certain.

◀ HERITAGE ▶

FeatherLiteTM
by HERITAGE
ANGLER

**"I have laid aside business
and gone a-fishing"**

The Compleat Angler

by Izaak Walton (1593-1683)

- Large Open Cockpit
- Only 37 Pounds!
- User Friendly
- Great Stability
- Rugged Polyethylene
- Built-In Rod Holders
- Paddle Tether
- Built-In Flotation
- Deck Storage Webs
- Ample Storage
- Padded Seat
- Adjustable Footbraces
- Adjustable Padded Backband
- Convenient End Carries
- A Built-In Skeg for Tracking - Maneuverable - A Breeze to Handle!

SPECIFICATIONS

| | |
|-------------------|----------|
| Length | 9'5" |
| Width | 30" |
| Weight | 37 lbs. |
| Carrying Capacity | 300 lbs. |

SUGGESTED RETAIL

\$479

Heritage Kayaks • 55 Ballou Boulevard • Bristol, RI 02809 • (401) 253-3408 • www.heritagekayaks.com



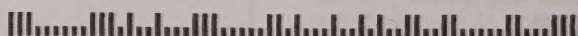
POSTMASTER: CHANGE SERVICE REQUESTED

XX-09

PRSR STD
U.S. POSTAGE PAID
PLATTSBURGH, NY 12901
PERMIT #148

messing
about in
BOATS

29 BURLEY ST., WENHAM, MA 01984 (978) 774-0906



*****AUTO**3-DIGIT 019

S1 P7
IRENE AXELROD
PEABODY ESSEX MUSEUM
161 E INDIA SQUARE MALL
SALEM MA 01970-3723